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FROM









# THE RAILWAY CONDUCTOR

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VOLUME XXVI

1909

CEDAR RAPIDS, IOWA

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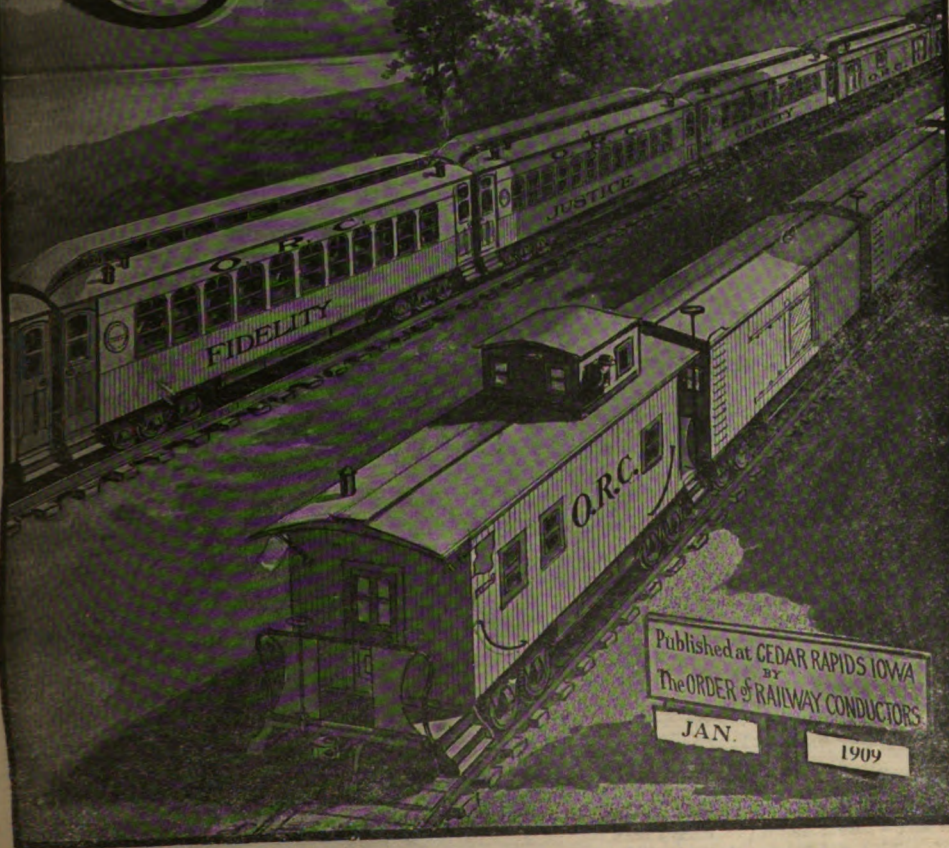
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# The Railway Conductor



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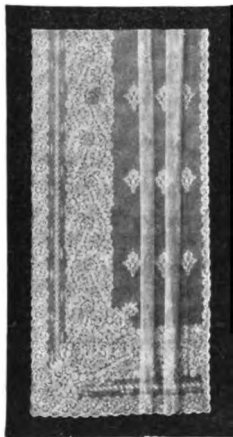
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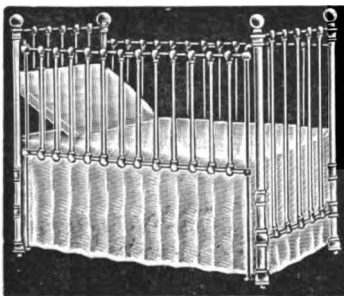
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# The RAILWAY CONDUCTOR

VOL XXVI.

CEDAR RAPIDS, IOWA, JANUARY, 1909.

No. 1.

## And He Wrote "Finis."

BY AL FAIRBROTHER, EDITOR OF "EVERYTHING," GREENSBORO, N. C.

*We print the following lines for several reasons—firstly, because Mr. Fairbrother has sent his publication to us as an exchange since its first issue. Secondly, in this dollar-chasing world he is a philosopher who follows his own advice—a rare instance. Thirdly, to show our appreciation of what we have learned from reading Everything—from the straightforward, clear-cut way in which the author writes on all the different phases of human life—of sin and vice, of virtue and morality, of right and wrong, of things worth while, and of the vanities of the world. And to show Mr. Fairbrother that our best wishes go with him and our hope that he will again devote his genius to the upbuilding of the fair Southland—in fine, we hope he will realize shortly, if he does not now, that he is simply forty-eight years young and that he should not think of pulling off his shoes for twenty-five or thirty years yet—principally because they would not fit anybody else. "May you live long and prosper."—ED.*

Somehow or other we regret to write the word, but with this issue, *Everything* suspends for a few months—maybe a year.

Day before yesterday the Old Man who writes this story celebrated his forty-eighth birthday, and he long ago said that before he was fifty he was going to take a year off—really off and enjoy life as only an idle mental philosopher can enjoy it.

I have been grinding in this town for five years and six months—a long period in the life of a man afflicted with wanderlust—and each year my business has increased and each year I have put away more of the needful, so I figure it out that a man is a fool to work all his life making money and not take any time to spend it.

I figured it out in this way: The publication stands for nothing but my fancies; my idle vagaries—my clientele is builded purely on my stuff, so why should I employ a man to write what he thought, when my readers were taking the paper to get what I thought? I understand that to suspend a publication, ordinarily, means hard work to re-establish; it might mean that when you returned the field would be oc-

cupied—but in this case there was no field when I entered, and were forty publications to start, I can yet find enough people who want the pure and painless stuff as it flows from the loom of my genius to pay expenses and make the wheels go 'round.

The fact of the business is, I am tired of writing and I take it that my friends are tired of reading—but good manners cause them to refrain from saying so.

\* \* \*

It is my intention to start sometime early in January for the Pacific Coast country; to remain out that way several months. I have tried several times going to California and leaving behind a date line that must be satisfied and it doesn't work. Just about the time you are attempting to drink in the beauties of Nature; just about the time you plan a trip somewhere, the fact comes home to you that you must grind out a lot of stuff and get it across the continent in time to catch the next date line—therefore the pleasure is marred—the rest you sought isn't in it. I can afford to take a year off and when I return I have bigger schemes in the publication line than I am

laying down. That is to say there are many curves I have gotten onto the last six years in this publication and I want to put them into effect. I feel that when a circus has had a successful season it goes into winter quarters and paints its wagons; adds new features and returns in the sweet spring time with the Greatest Show on Earth—so I reasoned, why should not I paint my wagons; why should not I add new features; why shouldn't I go and return with a Greater and a Sublimier Album of Song? It is even so.

Or, suppose I never return. Suppose that in the new year that is to be born so soon, before it becomes the old year as the one we are now about to bid good bye, I should be counted among the missing? Suppose that I had continued sitting and dreaming of that time when I would really enjoy a year off from the exacting duties of a business grind, and instead of a year off it would be forever off—then don't you know I would feel like cussing for not going when I had opportunity? Of course you do.

\* \* \*

The hungry man who puts in all his time fishing and never stops to fry a pan full of 'em is certainly voted a fool—and why should a man put in all his time chasing dollars—chasing them to the cold grave's verge and then fall in trying to clutch a few more? That's the idea that possesses me; that's the idea I can't dismiss with any satisfaction—so some time ago I concluded that, regardless of men's opinions, I would take a year off and see how it felt.

\* \* \*

It has been my preachment in these columns that money is not all. It has been my contention that the man who falls down and worships Gold for his god must live and die a miserable creature. It has been my belief, always, that there was in the world much beauty, much grandeur—there was happiness if we would seek it. The rank weed of avarice grows tall and ugly, but there are hidden here and there the violets and the tender flowers. If we teach ourselves to see them and enjoy them—it will be adding to the sum of human joy. I know men in this town and in other towns who are too stingy to buy the things

their bowels crave—to say nothing of spending money for their mind.

\* \* \*

To educate the brain takes time and patience—you must learn the alphabet. After that you can read and then if you will be liberal with your mind and buy it books and literature it will add to your enjoyment. And if you will let it feast on the landscapes; on the beautiful things that God fashioned and placed in the world for man's eyes alone, you are broader and better. There are men who put their minds in a cave and keep them there—they are too penurious to buy even a newspaper for its feast.

\* \* \*

I have confided, months ago, to a few friends, my plans and specifications, and invariably I have been met with the proposition: "Why don't you get somebody to write the copy for you and keep the publication going? It's paying, isn't it?"

Of course it's paying. If it wasn't I wouldn't leave it if every nerve in my body was racked to the point of delirium. Whoever heard of a perishing newspaper man giving up the ship? Whoever heard of a real newspaper man quitting when the thing didn't pay? In all of God Almighty's bright and beautiful world there was never born such a desperate gambler as the real newspaper man who controlled the destinies of a publication that did not pay. Like a poor relation the paper that doesn't pay stays with him and he stays with it—sublime, majestic in his desperation. *Everything* has paid from the first year that it started on its mission. It is prosperous today, although for over a year past no one has solicited a subscription for it, and no one has attempted to sell business for its columns. Fact of the business is, I had sincerely hoped it would run down—I hated to take it by the throat and strangle it for a period—hated to wipe out a source of revenue—but I couldn't make the idea of continuance dove-tail with my philosophy, and so I write "Suspension" across its saucy face—not in anger, not in sorrow, but in gleeful joy, such, only I imagine, as the angels know.

\* \* \*

You know this has been a One Man

paper. It has stood for no politics; no religion—except the Word of God; no order; no news; no nothing but the sublime thoughts that came from my master mind—and often scrambled eggs would be order compared to them. Therefore standing for nothing but eternal right—as I saw it—I had nothing to sell; I had nothing to offer if I quit the game—so it seemed up to me to simply announce that I would be back in a minute, a week, a month or a year—and if any of those who had been my readers wanted it when I returned I would arrange some way for them to get me word.

\* \* \*

Warren, in his "Ten Thousand a Year," cautions his readers not to cut the Gordian knot; suggesting that the knot might have been untied had the impatient spirit waited only a moment longer—but I want it understood that I feel safe in cutting it in this instance. And then the Gordian knot business isn't just what it may seem to be at first blush. Because a Phrygian King tied the harness of his oxen into such a knot that Alexander the Great, in order to conquer Asia, cut the knot instead of untying it, hasn't anything to do with people who are not monkeying with oracles. Warren applied the Gordian knot to the suicide, and it is a matter of grave doubt whether a man gets quickly out of a difficulty by walking out into the night—the chances are he gets into a much worse one than he got out of. And it may be that the fellow who strangles a paying newspaper, when he walks back in a few years and looks the landscape o'er might think he missed it—but that, you know, would be another story.

But even if I am making a mistake—there are others. We must not forget that Erostratus fired the Ephesian dome—wrought the destruction of that splendid pile simply to get his name in the personal column—and if I want to do the Erostratus act—the difference in my overt act and his is, that the dome is mine and concerns me only.

\* \* \*

When I landed in Greensboro and commenced to deliberately spoil white paper by the ream, there were many who said I couldn't make a personal publication go down this way; they looked upon the ex-

pense I was incurring with holy horror and wondered, indeed, if I had my mental poise with me. But I proceeded to show them that the trick could be turned—I knew the Jack was in the deck and I feel that I have made it.

Men are prone to take themselves too seriously, for that matter. They imagine that the great hinges of the world creak only when they open the door; they sit up o' nights wondering what the world would say if they were to drop out, when, indeed, it would make no difference. When Archimedes had racked his brain attempting to discover the relative qualities of gold and silver in Hiero's crown, it came suddenly to him one day, and in great ecstasy he leaped from the bath and ran naked through the streets of Syracuse crying, I have found it, I have found it—and really it made no difference. There is no reason why I should frantically yell that I have made a success—I might have made a splendid failure, and indeed there was more grim beauty in the lines of the man who sung of failure than in the lines of him who told of success.

\* \* \*

And yet, with all this philosophy; with all this assurance from myself to myself, I am going to be very frank with you as I write these lines this evening, and to use a choice Scriptural phrase, I hate like h—to turn off the juice. It is the sentiment—not the dollarment.

But, as Jean Ingelow sang it:

Only my heart to my heart shall show it  
If I walk desolate day by day.

I understand perfectly well that the man who would stop on his way to the throne of God, if the throne was in sight and the door was open, to pick up a dollar, can't see how a human being is willing to stop making dollars in order to spend a few of them. And as about every nine men in ten are making dollars it is hard for me to explain to them my conduct. Victor Hugo, in his celebrated "Ninety-Three" said, "Vast horizons lead the soul on to wide, general ideas; circumscribed horizons engender narrow, one-sided conceptions, which condemn great hearts to be little in point of soul." That is to say the man who never saw beyond Buffalo Creek thinks the world ends

at Jamestown—and his soul naturally becomes as narrow as his vision.

Therefore once in awhile I have crossed the Atlantic ocean; I have crossed the continent a score and more of times—I have lived and worked in great cities, and naturally enough, I can't bring myself to the conclusion that a prohibitionist who was born just so is as good a citizen as the one who has taken the thirty-third degree in the Noble Order of Bacchus and then cut out his likker and refused to write a testimonial for Peruna.

\* \* \*

But down to business: I have had many friends who have helped boom my Album of Song—friends for whom I have great respect. I recall that when *Everything* first made its appearance in Greensboro, Judge James E. Boyd went out of his way to talk about it on the streets and tell some of these natives that, they should support it; that it was a credit to a town ten times as large as this. The judge has forgotten all about that—but I never shall forget it—because kind words then were worth more to me than gold.

Hundreds of people in the state of North Carolina hastened to write me letters welcoming me back to the Tar Heel state, and whether or not I return again I shall always feel deeply grateful to those who extended the warm glad hand in the first days—in the days when the general public was first asked to render its decision, Shall it live or shall it die?

\* \* \*

My advertising customers have been limited because I have always maintained a dead line—never allowed advertising to encroach on the reading matter space, and as the publication is bound, it is necessary to print pages in groups of four, and unless it was a case where two or more extra pages of business were sold it were folly to prepare and print the four—so I ever held it at the usual size unless a special issue was on, and then it has been as big as fifty-two pages—filled to the brim with paying business. The customers who have been steadfast of course have my many thanks, and I believe that the publicity I have given them has been worth the price.

*Everything* has ever tried to preach a moral for good. It has ever stood for decency and right. It has avoided sensationalism and it has avoided personalities. I could have made more money had I pandered to the vicious and depraved appetites of the many. I could have coined into gold the sorrows and the heart aches of the human race. But I have insisted always, that *Everything* should be clean. It should uplift and not degrade. It has been and is a success, and to make it that success it has walked over no bones and spilled no blood.

\* \* \*

I have said that I was escaping a date line. I have said that I wanted no phantom of that sort to follow me in my waking hours and disturb when I laid down to sleep. Must will be changed into may. I expect to do some writing—enough to let my friends know of my whereabouts, during the months of my absence—and in order that any interested may know where to hear from me I will say that now and then—not oftener than once a week, and maybe not that often, I will appear over my real name in the Charlotte Observer—handing out the fads and fancies which suggest themselves to me as I plod along. My arrangement with that paper, while for my exclusive newspaper work, is not a contract to write so much or at any certain time. If the spirit moves I will write; if I am busy and do not feel like writing, there will be nothing doing—so with the date line gone I will feel easy; will be easy and enjoy that peace of mind that passeth understanding to the newspaper man who must grind and grind and grind.

\* \* \*

Upon my return and before my return I will make a business announcement of what to expect. It may be that I shall not print my next issue from Greensboro—that depends entirely on how I feel and how things look upon my home-coming—but it is already arranged that it will be printed in North Carolina and in a style as handsome as printers can make it.

\* \* \*

Those who have paid in advance for the publication will receive by January first the

amount due them, while those in arrears will be notified to come across or they will fall into the hands of a relentless collecting agency—and this I hope to avoid by having all who receive bills make prompt settlement.

\* \* \*

And now, for the present, I shall cease to murmur. I could go along in retrospective mood and write a dozen pages about *Everything*; about a half hundred things—but why should I insist upon chattering? In the oldest book in the languages of men—the Book of Job, we find him writing about Orion and the Pleiades—since then ten thousand astronomers have looked on the blue vaulted sky and written and talked and to'd no more than was told in the land of Uz. Plato claimed that he kept his ear to the ground and heard distinctly the vague music of the spheres—and since he heard the grand melody a million souls have listened, and not in vain—poets have sung and philosophers have written—but always and forever it is threshing out old straw—for true, indeed, as Solomon reproachfully

informed us, there is nothing new under the sun. I could tell of some experiences in soliciting business for this publication in the early days that would be amusing—but perhaps not instructive. I could tell about some letters received and how men and women changed fronts and became steadfast friends of the periodical—I could attune my harp and sing of a thousand things suggesting themselves as rapidly as scenes on the film of a moving picture apparatus—but it's all chaff—all been told, doubtless, even before Job cried out in his agony and regretted that he had not died and slept with the kings and counsellors of earth who built desolate places for themselves.

In other words, ladies and gentlemen, I am the only man in history who has voluntarily chloroformed a prosperous and established publication for the only reason that I want a vacation; want to paint my wagons; want to get out of the demnition grind long enough to realize it and enjoy it, and as I am acting advisedly I earnestly hope that it will not be suggested that I have made a mistake.

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## The Ethics of Violence.

FROM THE LONDON "RAILWAY REVIEW."

The labor movement in this country is passing through a phase which requires the careful consideration of every person who has any weight or influence in its counsels. It is not one incident alone which bears witness to that fact, but a multitude of straws which show which way the stream of tendency is flowing. All these indications point in one direction, namely, that progress by organized constitutional means is too slow, and that it is necessary to adopt a policy unconstitutional, violent, and obstructive in order to achieve success. At the present moment this mental attitude centers round the problem of the unemployed, but that is only one aspect of it which may be adduced as proof of the general proposition. The labor party is invited to adopt "forcing tactics," and various illustrations are cited in proof of the success

of that method. One of these illustrations commonly used in argument is the woman's suffrage movement. Another, that of Mr. Plimsoll. Still a third is that of the Irish party during the 'eighties and 'nineties. It is not our purpose to closely analyze these illustrations, but we are convinced that any close student of history will deny that forcing tactics of the kind advocated have, as a rule, succeeded in attaining the desired end. Forcing tactics depend for their success on the end to be achieved, on the seizing the psychological moment for their application, and on their spontaneity. We believe they have never been a success as part of a deliberate campaign, but only when they have been the result of righteous indignation exercised at an effective moment. The constant preaching of the violent and destructive method being regu-

larly and persistently applied as the ordinary political method, is a danger and a menace to the labor movement of the country.

Let us consider what this proposition implies. Apart altogether from the question as to whether these methods succeed or facilitate progress, there is a deeper and more abiding issue involved. Success is not everything. The means are often as important, and sometimes more important than the end. We hope to show shortly that militant methods do not necessarily lead to success, but we desire to enter our protest against the pernicious doctrine that success is the most important of all matters. During the South African war, free speech and free discussion were everywhere in danger from the attempt of organized mobs to break up meetings, to lay violent hands upon opponents, and to attack their houses. These methods were then excused by the present leader of the opposition on the ground that "there were limits to human endurance." We protested then, as we do now, against the idea that you could justify violence on any such grounds. Free speech and free discussion are a priceless heritage, won after many years of struggle. They are of much more importance than is usually realized, and any policy which endangers their continuance is one which the community must resolutely face and dispose of. The question we have to ask ourselves is not whether militant methods are successful, but whether they are right, whether they do not raise issues which are of much more vital importance to the community than the success of this or that agitation. The argument that the unemployed should themselves force matters by taking the law into their own hands and heedless either of parliament or of people, proceed to help themselves is one which raises questions of morals as well as of expediency, and we venture to assert that nothing can justify the resort to these methods till every other method has been tried and failed. At the present moment, the problem at issue is not so much the settlement of the unemployed question as the provision of the necessities of life for those who are in want. The law of England is such that no man, woman, or child need perish, and we do not believe that the conscience of Eng-

land would allow them to perish if only those who are in need will themselves make their necessity known. Under such circumstances violence cannot be justified by necessity, nor can stealing be advocated with any show of justification. The immediate need, therefore, is to obtain for the unemployed food and work, and we are glad to notice there now seems to be a disposition to fasten on this aspect of the problem for the immediate present, and to organize relief to meet the pressing needs of the moment. This is the more excellent way.

With regard to the question of success as applied to the advocacy of what we have called militant methods, we think it is necessary to ask what is meant by "success." If success means an immense advertisement, columns in the newspapers, the limelight constantly on individuals' doings and sayings, immense crowds rushing to hear a speaker, then we may admit that these militant methods have been a success. But if success and progress mean advance towards achieving the object we have in view, then the case assumes a very different aspect. Militant methods bring notoriety, but they do not bring bread to the hungry, work to the unemployed, or the vote to women. Indeed, while it is true that these methods inflame the mob, and bring excitement and notoriety to the individuals who employ them, they have often had the effect of injuring the very cause they are designed to assist. No one can deny who has a finger upon the political pulse, but that the methods of the militant suffragists have put back the "movement" for many years. With them the movement has become more than the cause, and as a consequence, the cause has suffered. The same danger threatens the unemployed movement. Attempts to bully parliament are foredoomed to failure. Neither violence outside it nor inside it are likely to facilitate progress in the least degree. We cannot play at revolutionary tactics. If, indeed, it be true that there is no course open to us but violence and coercion, then let us honestly admit it, throw up working through parliament, and organize the revolution to which we should be pledged. If, on the other hand, we are convinced that a labor party is necessary, and that it is only by organized, persistent, and

constant efforts, working through constitutional channels that reform is possible, let us adhere to those methods and work through them for the accomplishment of our end. One thing is certain, we must make up our minds which is the right method to adopt to achieve success. There is no middle course possible, and we venture to assert that after the passing excitement of recent events has subsided it will be ac-

knowledgeed that only by the orderly but constant pressure of an organized party can progress be achieved towards the solution of any of the vexed political problems of today. The anarchic method of "scenes," of resorts to violence, and predatory acts will be seen not even to have the merit of success to recommend them. They strike a blow at progress and play into the hands of the reactionaries.

## The Law and the Lady.

BY ALFRED T. ANDREWS, IN "THE RAILROAD TELEGRAPHER."

"The law," said Colonel Baggs, as he put his feet on the desk in the judge's private chambers, "is the perfection of human reason."

The jury had been given a ten minutes' recess while the bailiff went after a human skeleton which the medical expert in the case on trial had forgotten to bring from his office, and which he declared to be necessary in order to enable him to show the jury just how the plaintiff was injured. Colonel Baggs had objected to the introduction of the skeleton as buncombe, meant to affect the jury by creating an atmosphere of horror by extrinsic evidence. Jim Bullock, for the plaintiff, was just beginning to saw the air in irrepressible passion at this insult when the court cut him off by saying that the matter would be ruled on when the exhibit was offered, and gave the jury a recess.

The lawyers retired to the back room to smoke with the judge—who wanted a cigar when he sent the jury out. Mr. Bullock offered the colonel a perfecto, and, his passion cooled, put his feet up beside those of his antagonist.

"I've heard that somewhere before," said he in reply to the colonel's remark; "but from your ideas on contributory negligence and assumption of risk, I didn't suppose you had. What makes you so cheerful and optimistic as to our noble profession? Court been sustaining you somewhere?"

"I just got a decision over in Nebraska," said the colonel, "in the case of Whinnery vs. the C. & S. W. It shows that Provi-

dence is still looking out for the righteous man and his seed. Never heard of Whinnery vs. the railway company? Well, it may put you wise to a legal principle or two, Jim, and I'll tell you about it. I was agin' the corporations over there, as associate counsel for the plaintiff. Bob Fink, that studied in my office, was the fellow the case belonged to, and he being a little afraid of Absalom Scales, the railroad's local attorney, sent over a Macedonian wail to me, and said we'd cut up a fifty per cent contingent fee if we won. I went.

"Amelia Whinnery was the plaintiff. She was a school teacher who had got hold of the physical culture graft, and was teaching it to teachers' institutes, making \$40 a minute the year around."

"How much?" asked the judge.

"I'm telling you what the record showed as I remember it," said the colonel. "We proved that she was doing quite well financially when the railroad put her out of business by failing to ring a bell or toot a whistle at the crossing coming into Tovala and catching Bill Williams' bus asleep at the switch. Miss Whinnery was in the bus. When it was all over, she was in pretty fair shape—"

"Naturally, being a physical culturist," interpolated Jim Bullock.

"Excepting that her nerves had got some kind of a shock and she was robbed permanently of the power of speech. On the trial she sat in the court room in a close-fitting dress, wearing a picture hat, and would give a dumb sort of gurgle when

Scales would pitch into her case, as if to protest at being so cruelly assaulted while defenseless. It was pathetic.

"Bob Fink shed tears while he pictured to the jury, in his opening, the agony of this beautiful girl set off from her kind of life, as the preponderance—the clear preponderance—of the evidence showed she would be, by dumbness—'an affliction, gentlemen of the jury, which seals her lips forever as to the real facts, and stops the reply she could otherwise make to the dastardly attack of my honorable and learned friend, the attorney for this public service corporation, which seems to think it has been clothed with the power to run over our busses, and to maim and injure our ladies, and bring them before juries of their peers, who, unless I mistake, will administer a stinging rebuke to this corporation—in damages.'

"Bob was good until the other side had the reporter begin to take his speech down, so as to show appeals to passion and prejudice—and then he hugged the record close. The plaintiff sobbed convulsively. Bob stopped and swallowed, knowing that the reporter couldn't get the sobs and swallows into the record. The jurors blew their noses and glared at Scales and the claim agent. I went over to the plaintiff and gave her a drink of water, and would have liked to take her in my arms and comfort her, but didn't."

"Too bad!" remarked Jim Bullock.

"Well," went on Colonel Baggs, "the jury found for us in about three hours for the full amount, \$10,000. They would have agreed earlier, only they waited so the state would have to pay for their suppers. A judgment was rendered on the verdict, and the railroad appealed. All this time Bob was getting more and more tender toward the plaintiff. I didn't think much about it until cards came for their wedding. I sent Bob an assignment of my share in the verdict for a wedding present—if we ever get it. Amelia promised to love, honor and cherish by nodding her head, and walked away from the altar with her most graceful physical culture gait, while the boys outside with their charivari instruments ready for the evening, sang in unison: 'Here comes the bride! Get on to her stride!'

It was a *recherche* affair—but excessively quiet nuptials on the bride's side.

"That evening Absalom Scales got in the finest piece of work that was ever pulled off in any law suit in Nebraska. The bridal party went away over the C. & S. W. Omaha limited, and Amelia and Bob were there looking as fine as fiddles—Amelia a picture, they said, in her going-away gown. Scales had fixed up for a crowd of hoodlums to charivari them as they went.

"Mighty mean trick, I should say," said Jim Bullock, "for any one but a corporation attorney."

"Wait, son," protested the colonel, "until you are so far advised in the premises as to be able to judge whether the end didn't justify the means; and there may be hopes for your being a corporation attorney yourself some day. In addition to the horse-fiddle and bells and horns, Absalom had arranged some private theatricals. He had plugged up a deal by which Bill Williams, the bus man—who'd sold out and was going to Oregon anyway—come bursting into the waiting room while they were waiting for the train—which was held at the water tank by Scales' procurement and covin—and presented a bill for damages to his bus by the accident which had hurt Amelia's oratorical powers. You see, he'd never been settled with, being clearly negligent. They tried to get off in Amelia's case on the doctrine of imputed negligence, but it wouldn't stick.

"Well, Bill comes in with his claim against Amelia and Bob for two or three hundred dollars for his bus. They disdainfully gave him the ha-ha!

"Then," says Bill Williams, 'I will tell all, woman!'

"Amelia flushed, and looked inquiringly at Bob. Bob walked up to Bill and hissed: 'What do you mean, you hound, by insulting my wife in this way?'

"She knows what I mean,' yelled Bill, turning on Amelia. 'Ask your wife what she an' I was talkin' about when we was a-crossing the track that time. Ask her if she didn't say to me that I was a perfectly proportioned physical man, an' whether I didn't think that men an' women of sech proportions should mate; an' if she didn't make goo-goo eyes at me, until I stuck back

my head to kiss her, an' whether she wasn't a-kissin' me when that freight came a-piroutin' down an' run over her talkin' apparatus! Ask her if she didn't say she would die a-kissin' me, an' if she didn't come danged near doin' it!"

"Well, Bob Fink was, from all accounts, perfectly flabbergasted. There stood Bill Williams in his old dogskin coat and a cap that reeked of the stables, and there stood the fair plaintiff, turning redder and redder, and panting louder and louder as the enormity of the thing grew upon her. And then she turned loose.

"She began doubling up her fists and stamping her feet, and finally she burst forth into oratory of the most impassioned character.

"'Robert Fink!' she said, as quoted in the motion for a re-opening of the case that Scales filed—'Robert Fink, will you stand by like a coward and see me insulted? That miserable tramp—a perfect——. If you don't kill him, I will. I kiss him? I ask him such a thing? Bob Fink, do you expect me to go with you and leave such an insult unavenged? No, no, no, no——!'

"I guess she'd have gone on stringing negatives together as long as the depot would have held 'em, if Bob hadn't noticed Ike Witherspoon, the short-hand reporter, diligently taking down her speech and the names of those present. Then he twiggled, and, hastily knocking Bill down, he boarded the train with Amelia. He wired me from Fremont that it was all off with the judgment, as they'd tormented Mrs. Fink into

making a public speech. I answered, collect, bidding him be as happy as he could in view of the new-found liberty of speech and of the press, and I'd look after the judgment and the appeal."

"Well," said Bullock, "of course you got licked in the Supreme Court. It was clear proof that she'd been shamming."

"You're about as near right on that as you are on the case at bar," retorted the colonel. "Just about. The law is the perfection of human reason. The jury had found that Amelia Whinnery couldn't speak, and never would be able to. A jury had rendered a verdict to that effect, and judgment for \$10,000 had been entered upon it. I merely pointed out to the Supreme Court that they could consider errors in the record only, and that it was the grossest sort of pettifogging and ignorance of the law for Absalom Scales to come in and introduce such an impertinence as evidence—after the evidence was closed—that the fair plaintiff had been shamming and was, in fact, a very free-spoken lady. The bench saw the overpowering logic of this, and read my authorities, and Bob and Amelia will henceforth live in the best house in their town, built out of the C. & S. W. surplus—and Amelia talking sixteen hours a day. It's locally regarded as a good joke on the railroad. And now the rattling of the bones of that skeleton and the tapping of the bailiff on the door admonish us that I must resume the herculean struggle to prevent my client from being mulcted by your infernal machinations. Come on back to the court room."

### The Necessities.

Just a little bit o' tater,  
Just a little bit o' bread,  
Just a little bit o' piller  
Where to lay yer sleepy head.  
When the workin' day is ended,  
Just a roof-tree's shelter, too,  
Also just a little lovin'  
When the clouds are crowdin' you.  
  
Oh, it's just the bit o' lovin'  
Makes the world seem green and glad;  
Just a little bit o' baby  
With her arms held out to dad;  
Just a little baby's mother  
Workin' 'round you with a song—  
Oh, the world is never gloomy,  
And the day is never long.

Oh, I wouldn't trade places  
With old Russell Sage at all!  
With no baby's kiss to greet him,  
And no baby's voice to call  
Out in joy at his home-comin',  
And to run to him in glee—  
Uncle Russ, with all his millions,  
Couldn't trade jobs with me.  
  
Just a little care-free cottage  
With the vines about the door,  
Just a laughing, giggling baby  
You can tussle on the floor  
When the workin' day is ended,  
Just a roof to shelter you,  
Also just a little lovin',  
An' a babe to holler, "Boo!"

—Houston Post.

# The Shadow on the Mill.

BY MADELINE HUGHES MENAUGH.

(Continued from December)

## PART VIII.

### THE GLOW OF THE MORNING STAR.

Sweet thoughts of Rudolph linger there  
Above the valley's toil and care.

It was there—the morning star! white, lustrous, quivering, gleaming in opalescent splendor, emitting the pearly flashes, the eloquent, white sparklings of which it alone is capable—that great pile of snowy fire, hanging over the wind-swept summits of the Fraulein mountain with a dazzling beauty that suggested a gem fallen from the jewel-studded roadways of the world supernatural.

Sweet, radiant star of morning! Gilda had been watching and waiting for it, and lo, there it was, alone with her while its other starry associates had melted into the ethereal blue!

She was standing at the little gate after weeping through the long lonely hours of the night.

They could tell her nothing of the Prince; they had busied themselves restoring her to consciousness, and when they looked at the mountain again he was not there!

She held the miniature pressed against her heart and looked at the Fraulein with yearning gaze. Ah, how weak she had been to have swooned when she should have called to him and hasten toward him with outstretched arms.

She was standing thus when a man began descending one of the lower paths of the Fraulein, and she could discern his plumed hat and jaunty jacket of velvet, but his walk was shambling, and the plumes in the hat were dragged and torn.

Gilda knew him, even at that distance. It was Casper.

He made his way toward her, and she saw he was holding up a purse. Herman, the old gray cat, was also coming toward her with long strides, and glad purring sounds, after his rambles through dell and gorge, and night birds were sleepily floating overhead.

"It is for thee, 'for the Lady,' he said

thou art the lady since Gilda died!" Thus spoke Casper as she opened the gate to let him enter.

And he extended the purse.

Again did Gilda cry out in surprise and joy, for she recognized the purse as one she had seen with Rudolph.

"Tell her it is from the Prince—from Rudolph—and that he will come to her some day!"

Casper was talking like one in a dream.

"Ah, thou didst see him, thou dost bear a message. What said my darling, my love, my Rudolph?"

And Gilda caught the two rough hands in a detaining clasp. "Speak, speak, Casper!" He pushed back the disorderly hair and plumed hat.

"Gilda is dead," he whispered.

"Thou art the lady."

"What did Rudolph say to thee?" entreated Gilda. She never heeded his talk about her death.

"Give this purse to her, say 'I will come.'" Casper was trying hard to remember.

"Ah, it is the money he was in search of the terrible night he met the demons. Was he alone, Casper, was he the prisoner yet of the wehr-wolves that carried him from me?"

"I saw—one—big—old man." Ah, how painful were Casper's efforts to recall or relate the incidents of his meeting with Rudolph.

"He sent me gold; he bade me hope for his coming! Ah, I will be brave!"

Gilda was talking cheerfully; she lifted her pale face toward the star of dawn and her lips moved as if in prayer.

Her aunt, busy with the first duties of the day, came out to open the doors of the little prison pens of Sigismund and Egbert; and Gilda turned from her rapt gaze of the dawn-tinted sky, to exhibit the purse, and repeat the message given her by Casper.

"I am happy!" Gilda cried. "I saw him, and he sent me a message!"

"Think most of the gold in this purse," said Gretchen tersely, as she drew out the

heavy coins. "It is wise of the Rudolph to send this to the Princess. It will help to maintain her in the position to which her rank entitles her. It is one virtue to be met with in man—he is very liberal with money."

And she flung open the coop doors with an almost vicious vigor. Meanwhile poor Casper, idly stretching on his humble pallet in the loft, said nothing about the coin being for his care and comfort.

"Give this to Gilda—say it is from the Prince—from Rudolph; that I will come to her," Gilda was sweetly whispering.

"Am I ever to be free from the vision of my niece's love rapture?" Gretchen asked herself as she noticed Gilda's clasped hands and uplifted orbs. "She loves that mysterious Prince more and more every day. Away Sigismund, you bold darling, you picked my finger—this love is so very tiresome when a man is the object."

And she tried to give Egbert a loving greeting, but with husky screech and extended neck, he fled away.

A note fell out of her apron pocket, and she cautiously picked it up.

"Why do I save the letter that Count Waldemar dropped that night?" she said, secreting it again. "Some time I'll let Gilda see it."

It promised to be a bleak day; mists hung low, and the vines swung listlessly from tree and casement, while the Fraulein loomed dimly through the shadows of the dawning day; Gretchen sneered at the hated mountain.

"It is joy now for a moment, Gilda," said she, trying to bring the young woman indoors, "but it will not be so all the time; you will grieve to death, for no young little heart could bear up under such a weight; you must endeavor to forget the experience of that terrible night on the mountain."

"It was not a 'terrible night,'" answered Gilda, looking tender and dreamy at memory of the knight in armor, and his impulsive espousals. "It was a bright and very happy night. The moonlight was so strong and white—it seemed heaven was near the brow of the mountain. No, I shall never, never forget!"

"Ah, that moonlight!" snapped the aunt, looking vindictively at the sky, "what has

it not done for weak woman? Eyes are all the darker, voices all the sweeter, vows all the more alluring under the light of the moon. Eliminate the moon from the plan of creation and the whole fortune of the human family will be changed for the better. I don't believe in folk-lore, but, really, I am willing to place credence in any story that calls the moon a witch censor, that brings down folly, indifference and every other kind of remissness!"

But Gilda shook her head wilfully against her aun't gospel of no moonlight. She had loved the orb of night all through her life, and she would not waver in her allegiance, let come what would.

\* \* \*

And while Gilda was standing under the light of breaking day, his grace of Verleinstern-Sigmaringen was journeying back from the eastern boundary of his domain.

His thoughts were busy and his brow was clouded, and she was the innocent cause.

"I do not like the idea of the woman being at large," he was thinking. "She is sure to hear of the Prince having gone to Denmark, and may follow him. Yet how am I to prevent her doing so?"

When he reached his grand ducal court he gave himself up to gloomy cogitation.

It had long been known all over Germany that the Court of Verleinstern-Sigmaringen was a very dull, stupid assembly, but in a short while the idea was abroad that it was the lonliest place on the continent.

The tradespeople in the Spielhaupt did not find their business increase in any remarkable degree, owing to the proximity of the court and they cared little when it would be moved away.

It came into the mind of Hugo to go up on the Fraulein one fine night, when spring was robing the forest in her dainty designs. It seemed, to his way of thinking, that he would be nearer Rudolph there. It had been the scene of a great happiness in the young man's life, and in visiting the place he might come into closer communion with his absent son. He heard regularly from Rudolph; he was winning military renown on the field of battle, but there was a yearning for his presence that nothing could quiet.

Accompanied by his steward and Schluers-

burg only, the Grand Duke ascended the mountain. He must have intruded on some one's grief, for, as he neared the magic spring, a young woman who had been sitting on a boulder near it ceased her soft sobbing, and ere he could speak to her, turned swiftly out of sight.

Where had he seen that lithe, lissome, willowy form? There was something familiar about it, something familiar.

Then he turned to his steward and they walked out on the projection that was closest to the mill.

"This is the place, your Grand Ducal Highness," the old servitor whispered.

"The mill that was largely the cause of the feuds between the families, yet stands, as it has been repaired from time to time. This mountain and all to the south and east was the Von Bergen land, until the Von Verleinstern and Koenigsfeld families—"

"Let us not discuss it, Henry." The Grand Duke was nervous. "I know, of course, how the two families united and how the land was divided between them. What I wish to know is whether former grand dukes for you, your father and his forefathers were in the Verleinstern service and enjoyed the confidence of the ruler; what I want to ask, Henry, is: Did any of the other grand dukes believe in the prophecy?"

"They used to watch for the shadow on the mill," Henry said, slowly.

"Ah! did they believe the shadow foretold disaster?" Hugo was glancing at the picturesque mill and the great black stain that lowered there.

"The shadow is there now!" he said, looking keenly at Henry.

"It has been there a number of months, your grace. When the court came to the Schloss in September, I heard of the shadow and rode into Spielhaupt to make sure. The villagers believe it is an omen of bad luck to the miller."

Hugo was silent for some moments; then he said: "I spoke to you about searching for the papers that record the story of that combat when a Verleinstern and Koenigsfeld, standing over the dead body of a Von Bergen, whom they had pursued into the mill, were confronted by his daughter, the Lady Gilda, who in tears and wrath de-

nounced them and gave out the prophecy. I thought over it for many months ere I spoke to you. Have you made the search, Henry?"

"Grand Ducal Highness, I found the manuscript, and it can be briefly told. It is in rhyme. I can repeat it."

The Grand Duke gathered his light cloak closer around him and continued his scrutiny of the mill. Presently he said:

"Repeat the rhyme, Henry. Threats and prophecies are robbed of half their horror, when put into versification."

And in a cooing, moaning manner the steward of the Verleinstern-Sigmaringen estate complied:

A shadow on the mill shall fall,  
And hold Verleinstern in its thrall;  
And Koenigsfeld shall rue!  
But wedded love shall right the wrong,  
The weak will triumph o'er the strong!  
Though tears fall as the dew!

Verleinstern shall his brother craze,  
And Koenigsfeld shall end his days,  
Beneath the madman's hand.  
And then Von Bergen of my name  
Shall mill and stream and forest claim,  
And rule throughout the land!

His voice died away in a gasp, and he wiped his brow.

Hugo turned suddenly; his face was very pale, his eyes were wide open with sudden fright.

"Verleinstern shall his brother craze!" he repeated. "My god! has that portion come true? Casper is my natural son. I overheard Rudolph saying: 'I deprived thee of thy reason.' He never suspected the relationship; it is one event in my life that I have very carefully concealed."

He was speaking so softly that the partly deaf old servitor did not hear his words.

"And Koenigsfeld is to be killed by Casper according to the rhyme. Perhaps by warning Waldemar, the tragedy may be averted—yet where to find the Count is not known to me. I promised Rudolph to look after Casper while he was away—Henry!" and Hugo spoke in his old brusque way:

"Who rents the mill holdings?"

"Julius Meinblume. A very honest, worthy tenant, Grand Ducal Highness. Casper Steinwasser is married to his daughter."

"Good! make out an acknowledgment of

rent for twenty-five years, and take it to him with my best wishes; say also that an annual stipend will be given him for the care of Casper, whom I wish well—but he must not let him roam around and do mischief. And Henry," he added, "instruct Schlusersberg, your nephew who is to succeed you. Have him discover Waldemar or learn his fate. If anything is known tell Rudolph when he is married—that is after he is one week with his bride. Rudolph will come into Koenigsfeld should Waldemar be dead."

Then as the Grand Duke rode toward his home, he found his mind still reverting to the name on the kerchief and he brushed his brow impatiently.

"I am a fool," he said bitterly, "to lend such an ear to idle words; to let that name worry me for months and then ask for that resurrection of threats against my family

(To be Continued)

that I had not heard since I was a child, and moreover, to look at that mill and tremble at its frown, when I should have sat me down and dreamed of Rudolph."

Then his thoughts took a happier turn.

"Married love is to right the wrong and all will go well. Rudolph, I judge, is to be the favored one. Sweet Rudie, how Frederick of Denmark loves him—but who could avoid loving my royal boy. He is the hope of the house of Verleinstern, the last of the line, and he is trying to throw his life away on the field of battle—ah, Rudolph, I greatly fear we are never more to meet again."

And old Henry and Trooper Schlusersburg riding behind him, marveled that the Grand Duke of such magnificent territory should have any occasion for such sighs as were then welling thick and fast from his sturdy old heart.

## What Makes a Successful Railroad Man.

**Honesty, Thoroughness, a Grasp of Systematic Methods and Success in Selecting Assistants, Elements that Count Materially. Assistant to the President, W. J. Harahan, Discusses the Phases of an Intricate Problem.**

FROM "THE ERIE RAILROAD EMPLOYEES' MAGAZINE."

It is not intended by the writer of this paper to convey the idea that he is the oracle of success, the intention being to simply review what seems to be some of the principal essentials required for success so that we may take a mental inventory, as it were. Most of the essentials herein detailed are, no doubt, familiar to all, but, even so, it is well to occasionally determine by a review how, and where, we stand.

To derive the most substantial good from the consideration of the subject it is necessary that we approach it in a proper spirit. If we, like the Pharisee of old, exclaim: "O Lord, I am thankful that thou hast not made me like unto other men," thus attempting to extol our own perfections, we are more likely to exercise our ingenuity in seeking to justify in our own mind our acts of the past rather than endeavor to use the light of experience as a guide for the future. Let us, therefore, rather give

heed to the memorable words of the Scotch poet:

"O wad some power the giftie gie us,  
To see oursels as ithers see us,"

so that by contemplating our imperfections we may draw light from the lessons of the past. Let us also seek to profit by the experience of those who have gone before. Yet, let us not forget, however, that while experience is a great teacher, observation is its necessary accompaniment to make it as effective as success requires. Observation may be either a natural gift, or an acquired one. If one is not gifted with observation, naturally, he must acquire it, else he does but exist to fill out the quota of humanity. Experience, therefore, is incomplete without observation, and both are in vain unless a practical application can be made of the lessons to be learned from them.

What may be designated as the first ele-

ment, or rather, essential, of success, is common honesty. To state the old maxim: "Honesty is the best policy" is but to reiterate a truism, and to repeat parrot-like the principle that has stood the test of ages. There is, however, a broader honesty than that apparent on the surface that is a requirement. This consists not entirely in the application of the Commandment, "Thou shalt not steal," but seeks also for its guiding principle the "Golden Rule." In other words, a studious and persistent effort to render just and fair treatment to all alike whether he or it be great or small. I regard this principle a most important one, and one the observance or non-observance of which surely tends to advance, or otherwise, a man's career. Temporary advantage may sometimes be obtained by some other course, but it is not lasting, as a day of reckoning inevitably comes. Recall to your memory those officers successful in railway work. You may remember some who have seemed a very martinet in discipline, who may have been sour of disposition, stern and exacting, hard to approach, yet, eminently successful, because always just. Men know and appreciate this quality, and it commands their respect and ensures to the officer exercising it their earnest work, which means his success.

Loyalty is a predominating characteristic of railroad officers, and it is a necessity to perfectly weld the links of the chain of organization and system. The railroad company should have the first and preferential call upon our loyalty, but this follows as a natural sequence to loyalty to one's superiors, such attribute rarely conflicting with loyalty to the company, and in the degree that a man is loyal to his superiors so does he engender that feeling towards himself on the part of his subordinates, correspondingly.

An element requiring the exercise of a peculiar and really great ability is the gift of creating harmony. It is the keystone of the arch of success without which the structure will not sustain itself. True harmony, when carried to a finality, familiarly known as team-work, engenders enthusiasm on the part of the individuals forming the organization. An organization without harmony disintegrates and soon becomes utterly de-

moralized so that a disturber should be ejected from it with little ceremony or he will prove its undoing. Departmental lines should vanish before the company's welfare. If, by sustaining an expense, another department can be helped sufficiently to justify the expense assumed, there should be not only no hesitancy, but an eagerness to do so, bearing in mind that the ultimate result to the company as a whole is what should govern. Where possible to do so, however, it will be found that the introduction of a friendly rivalry between officers of the same relative grade will, if properly handled, produce far reaching results, without in any manner affecting harmony, because of the incentive thus given them to use their intelligence and ability to accomplish at least as much, and, if possible, more than their fellows.

It may seem that it should not be necessary to cite the necessity for industry. Much, however, should be said on this important element. It does not merely consist in being prompt at the place of work and remaining the full time required by the letter of the law—but it requires much more to lead to the highest success. It means the earnest, painstaking, patient and persevering effort to accomplish everything well; the putting in of whatever time is necessary to perform those duties which are assigned to the individual officer, and it may even be necessary at times to do something that someone else should have done. It requires, particularly, the doing of these things cheerfully. A man who is truly industrious is busy in any position, whether it be high or low. He who is thus busy in the lower position will always render such high grade service that he will be called to the higher. It will be found that he who concentrates his efforts and is the steadiest in his work, accomplishes the most. As exemplified in the fable of the Tortoise and the Hare, the brilliant men who are only sporadic in the application of their brilliancy do not accomplish as much as their less brilliant fellows who are continually applying what abilities they possess.

Thoroughness is an important adjunct and it is requisite to the fullest extent. Affairs should be closely analyzed. A "touch and go" method of handling matters is not

conductive to success because it invariably leads to neglect. Correspondence should not be shifted around simply to relieve desks of the presence of papers, but it should be thoroughly gone into, all questions answered, and, if an answer naturally develops another question it should also be answered. It is exasperating to receive returned papers in which all questions are not answered, in an effort evidently to easily get rid of the correspondence, and such methods are insensibly treasured against those performing such indifferent service. It should be the pride of a man conducting correspondence to feel that his superior officer did not have to return it for additional facts, if such additional facts could have been reported on in the first instance by a conclusive investigation. Where possible and consistent, definite recommendations should always be made, otherwise a man's office becomes but a clearing house for correspondence, and such clearing houses are not essential or even desirable. When difficulties arise they should always be discussed to as absolute and as satisfactory a conclusion as the conditions will allow, otherwise half-baked measures result, causing frequently, unwarranted expense, and always embarrassment. In arriving at a conclusion it should always be assured that the root of the difficulty is reached, otherwise no permanent relief is effected, as cure only is applied instead of prevention. Thoroughness is one of the cardinal virtues of a successful practical business man.

As is true in all lines of work, one of the prime essentials is what I may call love of the work. There can be no success without it, as indifference is sure to result. There is no line of work more exacting than railroad work and there is no character of work requiring a greater sustained interest. There is no line of work either in which indifference is more easily, or more quickly manifested. The results of such indifference immediately appear; they cannot be concealed. For the benefit of those who are really struggling with might and main to achieve success it is well that this is true, as it serves to brush out of the path those who falter or linger by the wayside. A great deal of railroad work has to be done

upon honor, that is, officers are always by themselves, and not under the direct observance of their superiors. A man is therefore necessarily judged by the results he produces. Love of the work is a great incentive to spur him on in producing these results, not merely for his present, but also for his future benefit.

I regard common sense as one of the very greatest of the elements. I believe that we often fail to realize how much is expressed in these two words. It is the foundation upon which all the professions are laid. Its application is absolutely essential to the proper carrying on of business as it is the rudder of business existence. The most gifted man but drifts upon the turbulent sea of trouble if he is not governed by its precepts, which cannot be specifically laid down, yet are as plain as the A B C of our childhood. On account of its evident necessity it may seem superfluous to discuss this essential to any great length, but too often there are examples which prove that it is necessary to call attention to this principle in a discussion of this subject. When in doubt, we should ask ourselves: "Are we proceeding along common-sense lines?" The application of its test will invariably open a way towards the proper solution of our difficulties.

One of the elements seriously lacking in many men is originality, evidenced by their easily succumbing to difficulties, or in their inability to keep pace with progress. This is a most important attribute, and without it failure is certain. To do something a certain way because it has always been done that way is not always a good reason for so doing. A thing should be done the way best suited to the present requirements. There is, of course, a great value in precedent, if properly applied, and it would be just as much of an error to cast it to the wind as to always slavishly follow precedent. The proper mean between the two is true conservatism, avoiding, however, the type of conservatism that stagnates, and stops the circulation as it were, making the body inert. Ability to adopt the proper course constitutes the successful man. This applies to very large and also very small affairs in railroad work. So far as the lack of originality is con-

cerned the principal way in which it is manifested is that when difficulties present themselves enough effort is not made to surmount them. Situations are accepted where originality may change them to advantage, or may overcome them altogether, or probably a substitute can be made just as effective, or, at least, not as bad as total alteration. We should always ask ourselves before accepting a situation which appears to be bad, whether it is really and undoubtedly the best thing that can be done, devoting conscientious and hard thought to its proper solution. Originality is also vitally necessary to keep abreast of the times and to make the proper expansion so as to keep step with or outstrip our competitors as business necessities may dictate.

A great deal is accomplished by an intimate knowledge of the work which can only come from experience in the harness, that is, practical experience. Men respect this sort of knowledge and their best efforts are obtained when they feel that an officer possesses it. If one is not in full possession of knowledge on any particular detail, however, it is the greatest mistake not to ask questions so as to become so. It is not a lowering of dignity, nor an indication of incompetency to have to ask for such information; in fact, much can often be learned from even the men of the lowest grade by intelligent questioning. Any other principle of conduct usually results in an ostrich act on the part of him who attempts it, his ignorance being easily apparent.

The great Chinese philosopher, Confucius, said: "When you know a thing, to hold that you know it, and when you do not know a thing to allow that you do not know it; that is knowledge."

Good organization, and its resulting element, system, are among the greatest of all the requirements, for without them no large business can be properly conducted. When good organization is attained, system naturally follows, and system is essential because no one officer, beyond a certain grade, is able to physically keep up with the infinite details occurring in the handling of a large property. The amount of detail is, necessarily, in proportion to the position occupied, the work of the minor officer being practically all detail. Let me remark, how-

ever, that there are a great many officers who make the mistake of not knowing enough of detail, although it is true that many attempt too much. It is impossible to lay down any definite rules governing the amount of detail which should be handled, but a man should know enough to be intimately familiar with his work. The necessity for the most perfect system should be uppermost in man's mind as he goes upward. He should surround himself with the most capable men he can find for the respective positions under him. Some men, by their actions, seem to feel that brilliant subordinates may detract from them. There can be no more mistaken idea, nor can there be a more short-sighted policy. A man of moderate capacity, can, in a relatively high position, be successful with good and capable subordinates—but a brilliant man cannot be successful with incompetent subordinates because of the very physical impossibility aforementioned of one individual knowing the details of a large business. The ability to select capable subordinates is a most important art and most necessary to success. To do so properly requires that a man shall be somewhat of a student of human nature and an analyst of the human character; it also requires a close and careful supervision of the work of those under him to know their capability because there should always be understudies who can be promoted to the various positions, otherwise the organization will become weak. Organization and system therefore are most vital elements, in fact, they are the very life-blood of a large corporation. Every man should be entrusted with whatever responsibility the duties of his position and the general organization of the company will allow. To deny officers' authority is to dwarf and stunt them and thus thwart their efforts. My personal opinion is, a great deal should be entrusted to the divisional organization so that the man on the ground could accomplish more, the idea being that the men selected for such positions should be capable of carrying out such an organization rather than to attempt to centralize, because such a localized authority means a more intimate intercourse between the men on the ground and the public, and, I believe, tends to a better un-

derstanding between the railroad company and the public because the railroad is more literally and intimately personified in the person of such a representative.

Those having to do with the line of the road should be acquainted with it from personal knowledge, that is, by getting out on the road as often as is necessary to obtain a full understanding of the characteristics producing or affecting local conditions. This brings them in contact with the public and the employes, and they ascertain many an important fact which is either not communicable in correspondence or mayhap the correspondent does not appreciate their importance to the same extent that the officer does. Oftentimes complaints from the public are thus intercepted at their root preventing their attaining the stage of the festering sore that time and often inattention produces. In bringing the officer and his men closer together there is also developed the best means of fostering proper relations because of the knowledge each obtains of the other's difficulties from personal contact. Such personal contact also serves somewhat to rob the company of its inanimate character so far as the men are concerned.

An important detail, in the proper carrying on of a large business, is the careful following up of instructions. The issuance of instructions is but the preparatory stage of the process. They must be followed up to see that not only are they put in effect, but carried out in the future. Man is prone to follow along the lines of least resistance, therefore, if it is easier to do something else he is likely to do it. For this reason instructions should be closely analyzed before issuing them and a determination made as to whether the proper thing is being done and especially to determine whether the course that is being taken to accomplish the purpose required is along the most natural lines possible under the conditions, as when once issued, they should be rigidly insisted upon. Conferences of division staff officers, to which the men should, upon appropriate occasions, be invited, should be held at stated intervals as they are a most effective method of obtaining a complete understanding of instructions as well as obtaining the benefit derived from the interchange of

views at such conferences at which difficulties surrounding the operation of a division should be fully discussed, and the proceedings should be written up. When putting into effect instructions vitally affecting a system, which are a radical departure, it will be found that the best results will ensue when a general conference is called and the whole subject exhaustively explained.

He who would seek to develop his capabilities to the fullest extent and keep that proper pace with progress absolutely required for the continuation of success should read carefully the literature of the profession. It is as necessary for the successful railroad officer to follow the changed conditions surrounding railway practices, and to know the new and advanced ideas and physical improvements as it is for the lawyer or doctor to do so in his profession. The Railway and Engineering periodicals and certain books on railroad subjects are the most valuable aid to him and should be freely used. They contain everything that is current, and information pertaining to all departments so that a man may inform himself fully as to not only the work of his own department but as to that of other departments.

Without being an officious busybody it should be the aim of the railroad officer to acquaint himself with the duties of other higher positions and even conditions in other departments besides his own. He should feel that some day he will be called upon to exercise those duties, at which time he should at least have an elementary knowledge of them.

Membership in such clubs as this, and kindred associations, is also a most fruitful method of obtaining information as to the progress of the profession not only from participation in the formal proceedings, but in the chance to meet his colleagues, discuss his difficulties and take advantage of their ideas and impart his to them. The human mind is so constituted that often what may be a serious stumbling block for one individual will be readily solved by another of equal or even inferior capacity.

One of the most important duties of an officer entrusted with it is the employment of men, and it is one which he should weigh

well, and should seriously appreciate the gravity of. In hiring the inferior grade of employes he should reflect that he is hiring the future section or shop foreman, the future dispatcher, the future engineer, the future conductor, and if the true principle is carried out the future officer of whatever grade; it therefore requires rare discrimination to do that which is the proper thing. He should know that the man hired is of proper calibre, as determined by his looks, actions and his references. When a man is employed, or promoted, he should be carefully instructed as to what his duties are, as to simply drop a man into a new position and tell him to go ahead without any advice is conducive of very poor results. These instructions, in addition to the ex-

amination required in certain cases, should be exhaustive and complete and it should be the aim of the officer instructing to make it the occasion for the giving of that good advice which every man can cull from his past experience and which will enable the newcomer to avoid as many pitfalls as possible in his future career. This practice brings good results entirely disproportionate to the amount of trouble and time involved in the carrying of it out. It also makes better men and better officers, as it brings the officer and men closer together and puts a new employe or new officer at once on his mettle to attempt to warrant the good opinion of his superior officer by attempting to carry out his evidently well-meant advice.

## An Episode in the Life of a Stationmaster in South America.

FROM THE "SOUTH AFRICAN RAILWAY MAGAZINE."

The following is a true statement of a tragic event that occurred whilst the writer was in charge of a station named Ceres, in the province of Santa Fe, Argentine Republic. The correct names of the principal actors are given, but my own is suppressed:

Ceres was at the time (1891) a village, but rather an important railway center, being a locomotive depot, and trains were reformed before leaving for north or south. Ceres is situated at the extreme northwest of the province of Santa Fe, and on the borders of the provinces of Santiago and Cordoba, and, being thus situated, was the resort of the worst criminals to be found in the Argentine, and they, as criminals, hold their own with those of the same class in any part of the world. Here were to be found murderers, cattle thieves, and raiders of all descriptions; and, as crimes were committed, the guilty parties simply passed over the border into another province and were thus free from arrest, the law of the Argentine at that time allowing capture for crimes only in the province in which they took place, with the exception

that a special warrant could be issued, but this was rarely done, and, if so, without any good results.

As many of my readers are aware, the Argentines are in a continual state of ferment—far more so at the time I am writing of than now. It was during one of the periodical disturbances that a band of cut-throats decided to oust the authorities of the place, and they planned the attack so well that the police were driven out of Ceres without casualties on either side. The marauders took possession of the police station, set what prisoners there were free, and cleared out again, taking twenty-four Mauser rifles and a quantity of ammunition.

Several days after this, the chief of police, Senor Bozo, seeing the coast was clear, returned with his men; but he was considerably handicapped, on account of all the rifles being in the hands of the enemy, and he fully expected another attack at any moment.

He confided to me that it was his intention to make an attack upon the leader of the gang's house, to try and recover the

arms, without which he felt very unsafe. The leader of the gang was a man named Juan Paredes, who was well known to me; in fact, I had considerable business transactions with him, and had always found him to be, up to that time, a quiet and in-offensive person. We had many conversations together; he was owner of much property in the district; he had made his money by supplying meat to the contractors and their men during the construction of the railway through that section, and, as he naively remarked, the profits were considerable, as he simply rounded up the cattle from the outlying farms, irrespective of owners.

Now comes the tragic part of my story. It was the custom of Juan Paredes to come over to the station to meet the 10:10 p. m. train, to obtain his correspondence, etc. The chief of police, Senor Bozo, was aware of this practice, and decided to make a charge upon the house of Paredes during his temporary absence.

The night was intensely dark, and Senor Bozo arranged that the judge, Senor Gonzalez, should take the sergeant of police with him, and reconnoiter. Half way between the station and the nearest store, the judge met a son of Paredes, a lad about 16 years of age. The youth, on account of troublesome times, was carrying a rifle, which the judge demanded from him. The lad, however, refused to give it up, stating it was not government property, but his own, and a Winchester. The judge immediately ordered it to be taken from him, but the lad struggled to retain possession. Gonzalez then told the sergeant to draw his revolver, and shoot young Paredes, which was instantly done, the lad falling dead at their feet. Paredes, senior, from the doorway of the store, had been a witness to all this, the light from the shop throwing a strong glare upon the parties concerned. He (Paredes), who was also armed, at once fired at the sergeant, shooting him through the head, and killing him on the spot; and also fired another shot at Gonzalez, hitting him in the elbow, the bullet also passing through his side. The judge fell, and crawled away in the long grass.

Paredes now mounted his horse, which had been standing in front of the store.

Simultaneously, Senor Bozo, with a number of men, who had been hiding under the trucks at the station, came running out when they heard the firing. They could see nothing, on account of the darkness; but asked, excitedly, "Where is he?" Paredes replied by shooting each man as he arrived near the spot, killing eight men in less than as many minutes. The remainder, not knowing what had really occurred, but, hearing the shouts of the wounded, cleared away to the house of the chief of police. Paredes now sought out his eldest son, told him what had occurred, and together they went in search of Senor Bozo's party. They found them at the chief's house, and demanded their surrender, but they all refused to leave their quarters.

Paredes then obtained a case of paraffin oil and poured the contents under the door, threatening at the same time to burn them out (the house was constructed of wood, with thatched roof). The besieged begged Paredes not to fire the place, as there were ladies and children within. Paredes replied that if they would hand over their arms, and deliver themselves up, he would spare the place. This the attacked party did, the son of Paredes binding each man as he passed out.

I had heard the firing, and seen flashes, but had no idea what had really taken place, and was not curious enough to investigate in the dark. I retired at 11 p. m., slept soundly until 5:30 a. m., and when I arose the first things that met my view were several dead bodies within a few yards of my front door.

I at once went outside, and saw Paredes riding towards me. He gave me a full account of what had taken place during the night, and stated he had eight others that he intended to shoot within a few minutes; he had only been waiting for daylight, so that his prisoners could see their companions shot.

I went with Paredes and saw he had eight men bound together and lashed between two posts. The men begged of me to save them, and I made an earnest appeal to Paredes to set them free, but he replied that if I wished for anything else in this world, and he was in a position to grant it,

he would do so, but would not spare their lives; stating, further, that any one of them would assassinate him the first opportunity they had. I passed inside the house, by invitation, to view the body of their son, and made a further appeal for mercy to the mother, pointing out that some of the men had children that would be left fatherless, but my supplications were of no avail. She informed me that if her husband did not shoot them within five minutes, she would herself cut all their throats. The men were led out one by one, and shot in full view of the remainder. The agony of the last man (an Italian), just before his turn to be shot, was piteous to see.

Paredes and his son then rounded up all the cattle in the neighborhood, and came and wished me good-bye, stating that it would be some time before I saw him again, but he was coming back. He had not been able to find the judge. He asked me if I knew of his whereabouts. I, under the circumstances, thought it no sin to tell him an untruth.

An hour later I visited Gonzalez, who

had previously sent a message requesting to see me. From the judge I gathered his version of the affair. He took most of the blame upon himself for the death of his companions, stating that if he had carried out properly the instructions of Senor Bozo, the calamity would in all probability have been avoided. Gonzalez was the only man that took part in the affair that escaped death. He will, no doubt, remember the tragic night until the day of his death, having an amputated arm to keep his memory green.

I wired my superiors, giving full particulars, and the manager, Mr. Wibberley, who holds a similar position at present on the Beira & Mashonaland railway, at once despatched a special train with 150 soldiers to endeavor to capture Paredes, but they were too late. The troops arrived during the night. What they did capture was the whole of the poultry, pigs, sheep, etc., in the village, and then complained at the scarcity of live stock in that part of the country!

## The Railroad Situation.

EDITORIAL IN "THE RAILROAD REPORTER."

Just at the present time railroads seem to be coming in for more than their just share of criticism. Public sentiment, stirred to its depths by recent exposures of the insolence of trusts and their flagrant violation of the laws of the land, is particularly strong against railroad corporations, which are regarded by many as the most powerful combination of capital, with its governing characteristic greed, that we have in our midst.

From a feeling of indifference toward railroads there has gradually come into its place one of resentment of their methods. The appetite grows upon what it feeds, and so hostile has become the feeling that men are raising their voices all over the country, in and out of legislative halls, against railroads, calling for the passage of drastic laws to compel them to cease so-called oppression and conform to the

wishes and desires of the people. Many such laws have already been enacted.

One of our most distinguished public men has gone so far as to advocate the government ownership of railroads as a means of correcting the evils, and he has many followers who concur in his views.

It is a self-evident fact that with public sentiment running so high against the railroads, injustice is being done them. Calm and catholic thinking on the subject, so necessary to proper and fair conclusions, has for the time being given way to hatred and invective against railroads, and their every act is construed as being inimical to the rights of the people.

As stated, stringent laws, national and state, have been enacted from time to time for the purpose of abating and remedying the alleged evils. In some states so pronounced has become the hostility of the

people to the railroads that it has resulted in placing upon the statute books some very unjust laws, and these have had the effect of hampering railroads in their work of development and otherwise injuring them to a serious extent. Naturally, they feel that such legislation is manifestly unfair.

That railroads have been guilty of abuses we will have to admit, but that they have been guilty of all the corrupt practices laid at their door, we must emphatically deny. Railroads have been, and are today, conducted on sound business principles, just the same as a great mercantile house or any other business institution. It is a question of dollars and cents with them. One of the purposes of their existence is that of obtaining a fair return on the capital invested, and to accomplish this they must be governed by the same principles as the individual transacting business for himself is governed.

Out of the evils of rebating sprang public sentiment, which eventually crystallized itself into the so-called Elkins and Hepburn Acts, forbidding rebates and all other methods of discrimination on the part of railroads, the issuance of free transportation and like favors. These are unquestionably good laws, especially for the railroads, as they serve to protect them against the vast army of applicants which have been ceaselessly hounding them for favors in rates and transportation and enable them to get fair returns for service performed.

It is to be profoundly regretted, however, that high respect for our laws is not at all times entertained when individual interests are affected, there being a desire to evade the law in such cases, and it remains to be seen what the ultimate effect will be. It would be amusing, if it were not tragic, to listen to the specious arguments which people wanting favors from a railroad, not permitted by the law, advance to prove that an exception should be made in their case. We say tragic because this desire to evade the law indicates a laxity on the part of the people to conform to the laws of the land.

So long as the people cast about to evade the laws they are responsible for, or at least are willing to have these laws disregarded when it serves their selfish purpose

to do so, and so long as they make the open boast that to get the best of a railroad is a meritorious accomplishment (and it has been the experience of the writer that it is a common practice to do so) what, may be asked, can laws accomplish to remedy the evils existing.

If the men who pass laws for the government of railroad corporations lack the moral force necessary to abide by and support such laws when they affect their own particular and selfish interests, how can they expect these corporations to be better than themselves? Railroads are officered by men drawn from the same walks of life as those who do business with them and struggle for existence in precisely the same manner. It is not to be wondered at, therefore, if they protect themselves by the same weapons as used against them.

Railroads, as stated, have been guilty of corrupt practices, but one would infer from all the invective that has been thundered against them that they alone have committed overt acts, while, as a matter of fact, the general public has been as much, or more, to blame than the railroads.

Railroads must live and if they have descended to questionable practices it has been more often than not the result of pressure brought to bear upon them by the general public to attain its own selfish ends. When intelligent, enlightened men make an open boast of their successful endeavors to travel on passenger trains at less than the published tariff rates of a railroad company, how can they consistently thunder against the corruption of railroad corporations when they do the very thing that tends to produce such corruption? Railroads for years have been considered legitimate prey by the public, and the more it could get out of them the better it was pleased.

Likewise in the case of rebates. It is a notorious fact that large shippers have brought every conceivable influence, and all the tremendous pressure of which they were capable, to bear on railroads, to obtain secret rebates and other concessions which would give them an advantage over their competitors.

If railroad officials succumbed to these onslaughts, believing it to be to the best interests of their companies to do so, are

they wholly to blame? By no means. They being human, possessed of all the weaknesses of erring human nature, have done what many another individual or group of individuals have done under like circumstance.

Railroads have been swept along by the logic of circumstances, and if the current has been strong and the windings tortuous, the cause lies deeper than the railroads themselves and must be looked for in the thoughts, actions and characteristics of the people, whose creature the railroad is.

We do not attempt to excuse the railroad. It has been much to blame and to that extent is guilty, but to rise unsullied above a polluted environment requires a courage, force of character and insight of the future of which few men are capable.

We set it down as a general principle that in the main conduct of the affairs of a railroad can be no better than the general modes of conduct of the people. Water cannot rise above its source, and so the government of railroads cannot rise above the general moral tone of the people. Let just laws be passed, by all means, to remedy the evils practiced by railroads, and when done, then all men in every walk of life should strive to obey those laws to the best of their ability.

The moment a man strives to break the law because his own personal interests are affected, just at that moment a dangerous symptom has set in which may extend to others and eventually involve the entire body politic.

The states in passing laws to regulate the railroads should bear in mind that the railroads have rights which should be zealously guarded, and that in passing unjust laws the whole country is affected. The railroads are owned by the people and whatever affects adversely the former must affect in like manner the latter, a fact the great American unthinking public seem to forget. Many of the western and southwestern states have recently passed laws reducing passenger rates from three cents per mile to two cents. In the mad stampede to make political capital for themselves and to give expression to the popular wave of bitterness against railroad companies, which is now

rolling over the country, legislators of these states have voted almost to a man for a reduction in passenger rates. Some of those voting have subsequently stated that they did so against their better judgment, but could not resist the pressure from the outside.

It is not necessary to enter into a long discussion of the matter, except to say that traffic officials demonstrated by uncontrollable evidence before the various legislative committees that there was no money in operating trains at two cents per mile in states such as Arkansas, with a population of twenty-six to the square mile. And these men knew what they were talking about, having made passenger traffic a life study. They were honorable men, too, not trying to controvert facts, but to honestly demonstrate by indisputable evidence the injustice of legislation proposed. Were they heeded? No. Their voices raised in an honest appeal for the rights of their roads fell on barren soil.

With a press hostile, and bitterly so, and a rooted desire on the part of the people to get even for wrongs, imaginary and otherwise, perpetrated upon them by the railroads, the people's representatives, backed up by this tremendous sentiment, could not be swerved from their fixed purpose of compelling railroads to reduce their rates. Arguments of the railroad fraternity were of no avail. They might just as well have addressed the four winds of Heaven for all the effect they had influencing, or rather not influencing, the minds of those who heard them.

The bills were passed, and railroads must now make the best of it, with the hope that eventually the people will see that a great injustice has been done.

This is a time above all others when men, in their attitude toward railroads, should be governed by reason, and not allow themselves to be swept from their moorings by the fierce gusts of passion. That injustice has been done the railroads by the enactment of hostile legislation there can be no question, and this has had the effect of injuring the credit of railroads at home and abroad, so much so, indeed, that they now find it very difficult, nay, almost impossible.

to borrow money to continue improvements already commenced and to begin those that have been in contemplation.

Railroads are a part of the great pulsing commercial and social life of our country; they are one and inseparable and to the extent that they are injured by unjust laws will be the measure of injury to the whole body.

Railroads have learned by recent bitter experience, that the public cannot be ignored, that it must be taken into their confidence and treated in a straightforward and honest manner.

We believe that they are now endeavoring to do this to the best of their ability. They are conforming, both in letter and

spirit, to the various laws that have been enacted to regulate and control them, and are doing so not grudgingly, but in a spirit of earnestness and good will, which is indicative of their purpose to do what is right, and this, too, in face of the fact that many of these laws are positively unjust and work injury and hardship to the railroads.

Now let the people do their share and all will be well again. The good sense of the people will prevail in the end, as it always does. The time is near at hand, if not already here, when they will realize that some injustice has been done the railroads and they will be only too willing to apply a remedy.

## Southern Railroads and Their Needs.

BY JOHN F. WALLACE.

Abstract of address before Southern Commercial Congress, Washington, D. C., December 7 and 8, 1906.

This question has been extensively treated by leading railroad men, statesmen and press of the south, and admirably covered by addresses on numerous occasions before various audiences throughout the south.

I therefore feel that the southern railroad situation is gradually becoming better understood, not only by the public at large, but by the railway men of the south, who are jointly appreciative of the fact that the greatest need of southern railroads is the confidence and support of the communities through which they run and serve.

Therefore, my remarks will be few, and are made in order that certain fundamentals may be read into the record of this convention.

For the purposes of this address the south is described as that portion of the United States lying south of the Potomac and Ohio rivers and east of the Mississippi.

Shortly after the close of the civil war, the south, realizing the changed order of things, accepted the situation in the spirit of American manhood and started on a new era of industrial and commercial development.

One of the first necessities was a com-

prehensive system of transportation facilities. The railroads, which, prior to the civil war, had compared favorably with those in the north, at its close were practically bankrupt financially and physically, and were more the shadow than the substance of what they should have been.

Southerners with brains and energy, starting with 11,587 miles of detached, dilapidated and crippled railways, immediately commenced to lay the foundation of the present industrial and commercial prosperity in the south by reconstructing its lines of railway.

The efforts of these men and the confidence they were able to inspire in northern and foreign capital are best illustrated by the fact that today the south is served with 46,434 miles of railroad, serving eleven states, twenty million people, and representing a total investment in round numbers of two billion dollars.

Of these 46,434 miles of railroads only 1,134 miles approximately, or two and one-half per cent are double track. It is possible that the next ten years will see at least one-fourth, or over ten thousand, additional miles of second track.

It must be borne in mind that while trans-

portation is the burden bearer of both production and commerce, it is only able to perform the full and complete measure of its functions when properly nourished and assisted by finance.

In ancient days the birth of civilization started with the ability to preserve food products. This grew from the temporary necessity of accumulating sufficient food to last from one chase to another, or to enable journeys to be performed or winter climates endured, to the storage of vast quantities of food to enable nations to survive years of famine, as was exemplified by the storage of grain in Egypt in the days of Joseph, which period history shows us was the crowning epoch of Egyptian civilization.

Today the measure of our modern civilization is our transportation facilities. Safe, efficient and rapid communication, and the economy of the world's transportation systems, are binding the nations of the earth closer together day by day, and helping to create the conditions which will ultimately place the crown of accomplishment upon our modern civilization.

Coming back to the south, from which we have been temporarily led astray, it is self-evident to the careful observer that all the diverse interests of this section—agriculture, mining, manufacture, commerce and banking—are unavoidably and irrevocably bound up with the transportation facilities furnished and to be furnished by the railway systems ramifying its territory and performing a service for the south similar to that performed by the arteries and blood-vessels in the body of corporeal man.

It is also apparent to the impartial observer that if the south is to reach its highest state of development its transportation facilities should not lag, but should lead the march of progress, and that this development should be stimulated in every possible way; and men of the south should never forget for a single moment that, *the needs of the railroads are the needs of the south.*

It has been our custom in America to anticipate future needs in transportation, and in a measure attempt to forestall and provide for them.

The policy of foreign countries has been practically the reverse. The railway sys-

tems of England and of Europe have been constructed to take care of and supply a demand for transportation facilities that already existed.

The railroads of the United States in the south and west have been projected and constructed, and to a great extent financed, by men whose inspiration was a firm belief in an unseen future and whose assets were largely composed of hope and an undying faith in the future development of their country.

Now, the future demands for increased transportation facilities in the south are plainly indicated by past records, showing the growth of productive activities and the constant increase of tonnage to be moved.

If these requirements are to be met, demand and supply must move forward hand in hand. Additional tonnage will justify increased facilities, and increased facilities will stimulate still greater tonnage.

During the past twenty-five years the total products of the south, from agriculture, forest, mines and manufactures, have increased in valuation over 225 per cent. During the last five years of this period, ending in 1906, the increase has been fifty per cent.

The common fallacy that a railroad is completed when opened for traffic, has long since passed away, at least in the minds of intelligent men.

The railroad of today is no sooner completed as a single track, than it becomes necessary to provide industrial spurs; additional or enlarged terminals; replace its temporary structures by permanent ones; widen its excavations; strengthen its embankments; provide passing tracks, additional shop facilities, enlarged passenger and freight stations, warehouses, elevators, docks and wharves at water terminals, additional tracks, heavier rail, rock ballast, elimination of curves, reduction of grades, block signals, elimination of grade crossings, heavier engines, larger and better cars, to the end that the constantly growing requirements and exactions of modern traffic conditions may be met; all of which requires increased expenditures, which it is easily seen could not in any event be provided for out of earnings.

During the next ten years the railroads

of the south will require \$1,000,000,000 to enable them to fully provide for the increased demands for transportation facilities, an average of \$100,000,000 per annum. Including the estimated increased mileage and the present capital investment, the resulting average capitalization would amount to \$53,000 per mile, being \$20,000 per mile under the present average capitalization of all the railroads of the United States today, which is \$73,000 per mile.

Meeting the requirements of the railroad situation in the south by the expenditure of a round billion dollars during the next ten years as outlined above, would make the total investment in southern railways, at the end of that period, three billions of dollars on an estimated mileage of 56,000.

It would require average earnings of \$9,000 gross per mile per annum, with operating expenses at seventy per cent of the gross, to yield sufficient net income to provide a return of five per cent on this total investment.

When these figures are compared with the present average gross earnings of the railroads of the United States, of \$11,400 per mile per annum, with an average cost of operation of \$7,757 per annum, resulting in a ratio of operating expenses to gross earnings of sixty-eight per cent, the above estimates appear reasonable and conservative.

Even if this expenditure is made and the results predicted obtained at the end of the ten-year period, southern railroads will still fall approximately twenty-five per cent short of yielding the present average gross earnings per mile per annum of the railroads of the United States today.

To provide funds to meet these ever-growing and incessant demands for additional facilities, the railroad companies must necessarily be large borrowers.

The prosperity of the south in the next decade, and in those to follow after, depends upon the ability of the owners and managers of southern railways to foresee and provide for future necessities, and upon the promptness with which the work is accomplished.

The ability of railroads to construct these improvements, which are so essential to the future prosperity of the south, de-

pends upon the willingness of capital to furnish the necessary funds for the purpose.

While legislation may control and regulate the returns upon invested capital, there is no process by which it can compel that investment originally. While investment is easily retarded it is difficult to attract.

There is probably no form of capital investment more open to attack or more liable to depreciation through unfair or unwise legislation than the railway investments of today.

While the speaker is a firm believer in the principles of governmental control and supervision over the corporate entities which have been created by the people and for the people, it must not be forgotten that every shield has its reverse, and that the exercise of such control and supervision must necessarily be along the lines of right and justice, which no mere legislative enactment can change. Any variance brings its own reward, which frequently spells disaster.

The power to control, regulate and supervise necessarily carries with it responsibilities from which there can be no escape.

Every tax, every restriction, every requirement which costs money or reduces revenue to our southern railroads, is a tax which must ultimately be paid by the communities which they serve.

The prosperity of the southern railroads and the prosperity of the south are irrevocably bound together, and the *needs of the south are identical with the needs of the railroads.*

The basis of securing capital must necessarily be the ability of the borrower to inspire confidence in the lender that his capital will ultimately be returned to him intact, and that he will receive regularly and promptly adequate hire therefor.

No section of our great country has such reputation for united action as the south. In political matters this unity of action for years has led to the designation, "The Solid South."

What the railroads in this section need today is *a solid south behind and beneath them*; a solid south taking a calm and rational view of the immense factor the railroads have been and always will be in the development of its future greatness.

The recent reversion of sentiment in the state of Georgia, brought about by a calm and deliberate analysis of the present situation by the business men of that state, should be the keynote of the future action of the solid south.

*The adoption of a policy of fairness and liberality towards the railroad interests on behalf of all the southern states, and the ability to convince the financial world that this action is sincere and genuine and will be permanent, is the great paramount need of the railroads of the south today.*

Prompt action along these lines will enable the railroad companies of this section to successfully compete in the markets of the world for the capital needed to carry out the improvements outlined, and thus provide the facilities which will enable the producers of the south to ride the crest of the wave of coming prosperity.

In its calls for capital the southern railroads must come into competition in the markets of the world, not only with the railroad requirements of the north, of the east and the west, but with all the lines of human industry and endeavor throughout the wide world.

The difference between the five or six per cent paid by southern railroads for the money which goes into their additional facilities or equipment, and the three or four per cent which may be yielded by the high-class world investments, is merely the gauge by which the confidence of the capitalist is measured in the integrity of his investments.

Today it is difficult to secure money for railroad development, either south or north, at any ordinary rate of interest. Why? Is it because money is scarce? No.

I can best answer this by a story of the panic of '93, when a citizen of Chicago dropped into the office of Lyman Gage, of the First National bank of that city, and inquired of Mr. Gage if money was tight. He replied, "No, the bank had plenty of money." The citizen said, "That's fine; can I secure a loan of \$100,000?" Mr. Gage replied, "Yes, you can have it; we will loan it to you. What is your collateral, what security can you give?" It is needless to say that loan was not made.

The customer afterwards remarked to a

friend that he had found that the trouble was not that money was tight, or that money was scarce, but was due to the scarcity of collateral or security, which is only another designation for guaranteed confidence.

This is the situation today. There is not a railroad in the south, north, east or west that could not secure all of the funds necessary for any development it might desire to make provided it could show the capitalists to whom application for the loan was made, that it could furnish security which would insure the repayment of the loan and the interest thereon as due.

I doubt if there is a single southern railway system, the officers of which would not gladly today take up, consider and block out a scheme for the improvement and betterment of their property, and commence preparations to enable their system to fully perform the increased functions of a common carrier, which the abundant years of the immediate future promise to require, if they could be sure, and in turn could assure their financial backers, that the earnings of their road would be amply and safely sufficient to provide for, and take care of, the investment necessary.

*Therefore, remember that the needs of the railroads are the needs of the south.*

I presume there is no planter, miner, manufacturer, producer of any sort, banker, merchant or professional man in the wide south who would not say in a moment that every thousand dollars of capital invested in his vicinity, or in his town, or in his state, would be gladly welcomed and eagerly sought for, by the planter paying eight per cent and the merchant and miscellaneous producer from six to eight per cent, and that approximately one billion of dollars injected into the commercial channels of the southern states during the next ten years would bring a relative measure of prosperity to every man, woman and child within its borders.

When it is considered that this amount of money could be invested in additional railroad improvements and facilities; that under proper conditions it could be secured at a rate not in excess of five per cent; that approximately eighty per cent or more would be spent for southern labor and

southern material, and would find its way through every artery and vein of southern trade and commerce, it would seem that the solid south should be thoroughly alive to the burning fact that *the needs of the railroads are the needs of the south.*

I might talk to you for hours about the evil and unfairness of legislative enactments to retard and make unproductive railway investments; of the injustice of any body of men attempting by legislation, without giving the railroad corporations proper hearing, to arbitrarily adjust their rates of toll for either passenger or freight, simply because politicians consider it a popular thing to do.

I might suggest a multitude of things which could be done to increase the credit of railroads throughout your section.

I might mention a multitude of things which have been done to injure and impair

and prevent railroads securing the necessary capital to provide for their needs.

I might also attempt to enumerate the ill-advised actions of railroad managers and employes toward the public.

I might expatiate upon the foolishness and unwisdom of a corporation—the creature of the public—attempting to dictate to its master or declining to obey its commands.

It is doubtful, however, if the enumeration of the errors and shortcomings of the fellow-members of the same family ever tends to a better understanding or more harmonious relationships. The need of the hour is a recognition of the interdependent relations which exist between us all, and to remember—intensely, actively, potently remember—that an “injury to one is an injury to all,” and that “United we stand, divided we fall.”

## Can Socialism Reconstruct Civilization?

BY JOSE GROS.

About three decades ago humanity was considerably shaken by the publication of a treatise on—Economics, with novel thoughts showing the fallacies that all previous books on social science had tried to explain. The explanations were invariably so unsatisfactory that, by common public opinion, all forms of political economy were called—The Dismal Science. Our novel treatise seems to have made an end of that dismal science, which had been in existence for centuries. In lieu of that, we have a practical negation of all social science. Or we have, anyhow, several theories on—Sociology. We have, also, something that we call—Socialism. The philosophy of social development suggested by the treatise of thirty years ago—we all are afraid of that philosophy. It is too revolutionary, too honest; it goes to the bottom of things in language too scientific and precise. We dislike truth, as yet.

In itself, the word socialism is admirably adapted to express any theory of government more or less different from what government has generally been. Apart from details, government has always been some-

thing of an oligarchy, in forms more or less pronounced. The multitude of rights we have now and then granted to the people, and are granting now, under our so-called representative systems, those rights have very little positive value because they take no cognizance of the natural, cardinal rights of men. We would not have any of our fifty or more problems and deformities if government respected the fundamental rights that nature grants to all men, would keep granting to all men, even if we could suppress the existence of our glorious universal Father and His commands of love.

Most of the intelligent men at the head of our modern socialism mean to do better for the plain people of all nations than we have done up to date, even with our so-called advanced civilization. And yet, the methods they propose fail to go to the bottom of human needs, decline to abide by the most important rights that God and nature give to all men.

The cardinal rights in question are approximately as follows, applicable to each worker:

1st. Free possession, under the supreme

law of universal equity, of the land each worker may choose for his home and industrial life.

2d. Complete ownership, without the atrocity of what we call bond and mortgage or any similar hidden robbery, of all the buildings, tools, etc., that each worker may need, and that only the real workers can produce and can honestly use.

3d. The unrestricted power to choose his occupation, his own earnings, retain them all, and determine the quantity of daily labor, independent of any despotism from public or private boss, corporation, etc.

4th. The power to save as much or as little of the wealth he sees fit to produce, and that of administering it, if he prefers, as his own master, or in free co-operation with other workers, few or many.

It is because all those rights are denied to all men, that some of them have to accumulate piles of wealth regardless of the deformities that may bring to themselves or to other men.

And if we need labor unions so that to at least check the lowering of wages below certain levels, it is because we deny the cardinal rights in question to all wealth producers.

And every conflict or calamity in the life of each of us or in our national and international affairs, come from the same denial, to all of us, of the specified rights.

The scheme of government proposed by socialism is such as to even decline to mention those fundamental natural rights, due to every child of Adam. We are simply promised that the formidable plutocracy or oligarchy of public clerks that socialism shall need, to handle about all the production, transportation and exchange of wealth in each nation, an oligarchy composed of about fifteen or twenty per cent of the actual wealth producers; will give to the latter all the wages they should have in relation to the quantity of wealth produced.

We suggest that before any new social scheme attempts to guarantee an honest wealth production and distribution, before that is done, we must organize a form of government resting on—Absolute Equity. That can only be the product, the result of governmental functions fully respecting and

granting to all men the equitable, natural rights we have mentioned. We can only have honest men through honesty in all governmental processes. The latter can only be honest through honesty in the laws or social agreements we may see fit to establish, we, most of us, not a mere group of us, after we have elected them as our public clerks.

After centuries of representative government, we have not yet learned how to have honest representatives. We have not learned that because education has never yet taught men how to discriminate between honesty and dishonesty in our human laws, or, if we prefer it, because not even the best of us have yet managed to learn that discrimination, to any great extent, anyhow, or in sufficient numbers, to produce a sound, honest consensus. The multitudes shall never be influenced for good until the honest teachers represent a goodly number and happen to be towards the top of the social panorama. Even at the bottom we still worship—Wealth!

Now let us notice the curious fact that we, the intelligent classes, refuse yet to recognize in actual life, that truth there, in that life, is invariably simple, and falsehood invariably complex. And still we insist upon having government as diabolically complex as possible. It is not enough complexity for us, a free nation, to have to have 15,000 laws per annum. We have to add to that hundreds of annual judiciary decrees constantly changing the results of those laws, or of some of them. And each judiciary decree needs hundreds of words, making an intellectual hash for most of us to understand the logic of it. And we all are educated to the very verge of destruction.

We need some kind of socialism, there is no doubt about it, but what we most need is a reconstruction of moral and ethical ideals. We need to understand and practice the Christianity of Christ. We need to be less emotional and far more ethical and sensible, as citizens of nations, than we manage to be. We need to drop our worship of wealth. We need to worship God and His truth on the throne of law. There we still repudiate that truth. Can we conceive of any greater crime?

# A Journey on the Trans-Siberian Railway.

BY C. E. GRAVES, BOSTON, MASS.

Incidents from M. M. Shoemaker's book, "The Great Siberian Railway."

A few facts relative to the Great Siberian Railway will no doubt be interesting to the American railroad man.

The Siberian Railway stands as the first great enterprise of the twentieth century, built by order of the late Czar Alexander. The Russians have rolled out their long ribbons of steel until they have dropped the ends into the waters of the Pacific ocean at Vladivostok and Port Arthur. There is, however, one break in the great road, namely, at Lake Baikal. This lake must be crossed either upon the ice or the ice-breaker, as the season demands. It will be a long time before the rails will be laid around the lake, but it will be done at last. Built at the cost of the government, the different sections were ordered to be completed by certain dates. Upon the section around Lake Baikal no limit was placed. Special attention was paid to the solid construction of the permanent way, but the rails weigh but eighteen pounds to the foot, hence such a speed as we maintain on our roads is not possible. The gauge is five feet.

Mining parties have discovered deposits of fuel at many points on the route, but at present wood is used in the engines.

The influence of the railway is already noticed in a desire to improve the waterways of the land, hitherto woefully neglected. They are the natural feeders of the line.

Russia is never in a hurry. A run of thirty-four hundred miles was made in nine days, being about 377 miles in twenty-four hours. But one corpse is allowed to be transported at a time on a train. Dead or living are never in a hurry in Russia.

The trains are made up of coaches, first and second class, sleeper, combination car, part restaurant, part kitchen, and the rest for baggage. The food is very poor, and the waiters very stupid. Water upon the trains of Russia was very scarce, even as late as 1894. The road crosses the Volga river at Samara, some eight hundred and forty-three miles from Moscow, on a fine iron bridge named Alexander. This bridge

has thirteen spans. It is built on the double girder system, with parallel cords, the roadway upon the lower cords. The rails are laid on metal beams, the piers and abutments are of iron, and the ice-breakers covered with granite from Finland.

The river at this point is free from ice from the middle of April to the middle of December. The Volga is the great waterway of Russia. From Samara to its mouth at Astrakhan, on the Caspian, it rolls onward, a vast yellow flood, with low, flat banks. To the north it improves and is of interest to the tourist who may spend several days, comfortably cared for in an American steamboat.

Emigrants to Siberia travel in what is called fifth class trains, called so because the cars have no windows. These are freight cars fitted up with wooden bunks.

Cheliabinsk may be called the entrance to Siberia. As the train moves out of Cheliabinsk the light grows colder and colder like that over the face of the dead, and then fades away into darkness, and night settles over the steppes. Siberia is almost a windless land, otherwise the cold of winter would be past endurance.

There is an odd state of affairs as regards time in Russia. Though Irkutsk is 3,400 miles from St. Petersburg, the trains all run on the time of the latter city, arriving in Irkutsk at 5 p. m., when the sun would make it 9 p. m. The confusion en route is amusing. One never knows when to go to bed or when to eat.

The Russians are very fond of sweets and perfume. As for perfume, they use it constantly, and compel you to do the same.

The West Siberian Railway conveyed, in 1896, 160,000 passengers, and 169,000 emigrants; in 1897, 236,000 passengers, and 78,000 emigrants; in 1898, 397,000 passengers, 195,000 emigrants. The Mid-Siberian Railway conveyed, in 1897, 177,000 passengers; in 1898, 476,000 passengers. On the West Siberian Railway, which was first opened, the passenger traffic increased fifty per cent, and the goods traffic still more.

Hunting and trapping are passing away

in Siberia, as the land becomes populated. Still there is much of it done, and the squirrel, sable, fox, eimine, bear, otter, wild-duck, swan, geese, and hazel hen, are killed in large quantities.

At many of the railway stations, especially in the Urals, are displayed fancy designs in iron, also some very beautiful amethysts, costing but thirty rubles, about fifteen dollars.

When the railway was built from St. Petersburg to Moscow, Nicholas I was asked what town it was to pass through. Taking a ruler, he drew a straight line between St. Petersburg and Moscow and so the line was built. The Siberian Railway seems to have been built in the same manner. The International Train is *the train*. The whole train is carpeted. The dining car is large and has attendants who speak English, German, French and Russian. The staterooms are large, with lounge, arm-chair and writing-table, with shaded lamp; each possesses a toilet room. The bath-rooms are large, marble paved, with porcelain tub, and containing every appliance to be found in a private house.

The traveler must make up his mind that from the Russian railway official he will obtain no information about the different trains. You must notice the difference in the trains yourself and secure your quarters weeks before you start. The trains make very long stops, nothing less than fifteen minutes and sometimes an hour. The rails are light, but a very fair speed is attained at times, though never kept up, and that, with long stops, runs up the time.

A traveler tells of meeting two trains during the day and night and losing two hours on these meets.

As one steps from the train on the shore of Lake Baikal, a long pier extends out into the water and a steamer lies at its extreme end. The little steamer takes on full headway quickly, and rushes into the ice full speed, and considerable jar is received, but the boat is equal to the occasion and the ice parts before her. It is said to be a wonderful sight, and most thrilling. The ice-breaker, Baikal, was constructed at the works of Armstrong in England. It was forwarded in separate pieces, which

were put together on the shore of the lake by the Russians.

By the completion of the East Chinese Railway, with its branches, and the continuation of the South Manchurian Railway to Port Arthur, the construction of a continuous railway line through Siberia to the Pacific ocean has been fulfilled.

As one passes into Manchuria, the character of the people change. There are no Russians, save those connected with the train. At every stopping place (there are no stations) there is a guard of cossacks. But even in this far-off corner of the earth you find the gypsies. As for stops, they are very long in Manchuria; one-half hour is the minimum. One dare not object, the engineer stating that he would go when he got ready.

The Manchurian road was built under concessions from China to the Russo-Chinese bank, and the rails were manufactured in Maryland. The time on this railway hangs heavy unless you have books to read. In some of the Russian books one finds amusing statements, as follows:

"The native American is a compound of English, Irish, German, Spanish, African and Chinese blood."

"The American woman, when young, is very pretty, but rapidly fades away, and is an old woman at thirty; she has only one child, or at the most, two."

Hundreds of Chinamen gather about the stations of Harbin and Mukden, affording the passengers much amusement by their very clever contortions.

The locomotives used on this portion of the road are Baldwins, but were very poor specimens of American engines. All the buildings at this point are of brick, with corrugated iron roofs.

Mukden is about three hundred miles north of Port Arthur, and possesses two hundred thousand inhabitants. It is the capital city of Manchuria. The ancient burial place of the rulers, Mukden is walled in, in fact, doubly walled; the inner town is protected by one of stone, which is thirty-five feet high and fifteen feet broad at the top. This wall is pierced by eight gates, with double archways. The suburbs are surrounded by a wall of mud. Mukden's

streets are wide and clean, and it has well-built shops, and seems a busy place.

It has taken three weeks to travel from St. Petersburg to Port Arthur. Coal is used in the engines for the first time on this portion of the road. This section of the track is very well built, stone buttresses, stone culverts, and ditches line the road-bed.

One wonders how accounts are kept. Tickets were purchased three times after

leaving Irkutsk, and at the end of his journey the passenger still held the tickets, the conductor making no collection. The fare from St. Petersburg to Port Arthur is 203 rubles (about \$101), which includes sleeping car to Irkutsk.

If travel to you means simply Paris shops, M. M. Shoemaker says do not take the trip on the Siberian Railway, but if you like travel, if the world is an open book of pleasant reading to you, cross Siberia.

## Uncanny: A Matabele Yarn.

BY RALPH GEORGE, IN THE "SOUTH AFRICAN RAILWAY MAGAZINE."

Cycling in Rhodesia, I arrived one sultry morning at the outskirts of a small native stadt, and seeing a huge banyan tree growing near, I wheeled my machine across the turf to rest in the shade of its wide-spreading branches.

Scarcely had I made myself comfortable when I noticed the ruins of what appeared to be an old homestead. My fancy was stirred by the sight of this outpost of civilization set amongst the kraals and habitations of kafirdom. Something uncanny about the place held my attention, and my interest was so strongly aroused that, before leaving, I strolled across the veldt to satisfy my curiosity and discover, if possible, something of what the building had been in the past.

On closer inspection, I gathered that some settler had made a home there, but for a short time only, for, in a country where time avails little, and the modern hustling methods are unknown, a man adds to his domain as prosperity shines upon him, and as his family increases in numbers. The growth of underwood in some places had reached a very substantial height—so much so that I had to force my way beneath it to reach the back of the building. You can picture my surprise when I saw on the further side of this decayed homestead, almost covered by weeds and grasses, a white slab of rock, set up as a headstone, with this inscription rudely carved thereon:

"Harry and Eve Fulton,

"May 1st, 1837.

"One in Life and Death—Beloved."

There was something so weird and uncanny about the solitary grave, even as the bright sunlight filtered through the leafy arches of the trees which flourished around it, that I unconsciously shivered and returned hastily to my machine, to get away from the spell of the eerie ruins.

Not a soul in the village was garrulous enough to tell me what tragedy had taken place here, and it seemed to my awakened suspicions that no one wanted to give me any information.

All day long the recollection of the morning's episode damped the ardour of my spirits, and I recall little of the beautiful scenery through which that day's cycling carried me, for my thoughts continually dwelt upon the fate of those two whose lives had ended there together on the self-same day.

In the evening, I halted at a small farm house, about eighty miles north of my previous night's lodging place, where I asked for shelter for a few hours until the moon rose, when I might be enabled to gain the village I desired to visit for a few days. As hospitality is customary and open-handed amongst the Dutch, and strangers are ever welcome, seeing they are like "ships that pass in the night," affording the only means of communication with the affairs of the world outside, it is scarcely

necessary to add I was welcomed, and soon quite at home.

Supper over, the whole household repaired to the wide stoep; pipes were lit, and conversation soon became general. The gray-headed old grandfather appealed much to my fancy as a type now fast vanishing from amongst the original Boer settlers who first trekked into the unknown north, and who, when not engaged in warring with the natives around, were eking out a precarious existence by herding cattle and tilling the soil. Having been ever since a boy fond of hunting yarns, I endeavored to draw him out so far as his early youth was concerned, and I can picture the enthusiasm which suffused his face whilst he recounted a thrilling hunting story, the sparkle of his eyes, and the heaving of his breast as he related the history of his life during the dark days of the early Matabele raids.

The conversation of the company ceased; pipes died out, and all drew their chairs forward to catch the soul-stirring words which fell from the man's lips. Time was forgotten as we listened intently to the narration of many thrilling incidents, the last more exciting than its predecessor, and it was only when coffee was sent in by the mistress of the house with the native servants that we became aware of the great inroad that time had made into the stilly night, and that morn was fast approaching.

Whilst drinking our coffee, and looking out over the land now slumbering in the light of a lovely moon, I recalled to mind the lonely sleepers at whose last resting place I had stood early that morning. Hardly conscious of my words, I casually asked my host, when bidding him farewell, whether he could throw any light upon what had so peculiarly affected my thoughts all day. Instead of replying in the negative, as I had half expected, he remained strangely silent for several moments.

"My lad," he said, "for well-nigh sixty years I have never spoken to anyone about that sad, sad story, and now, on the threshold of another life, you, a perfect stranger, recall what I thought would never again be told down here, but, seeing that my silence might be misunderstood, if you care to listen, I shall tell what I know of that forsaken homestead."

Old Brand was visibly agitated, and all saw that this memory of the past still held much sorrow for him. Silently we resumed our seats, awaiting the story which would reveal a mystery which had so long been hidden.

"Harry Fulton was a typical rooinek—just out from Home, a merry, plucky young fellow, full of energy, and possessing the cocksureness of a Britisher as to his own abilities. The square chin, and a tightening of the lips at certain times, bespoke an obstinate spirit, but that was only observed by few.

"When Harry first started as a colonist, and began to farm, he resided with my own people, with whom he was soon a prime favorite. He and I became bosom friends, and, as is but natural for young folk who are continually thrown into one another's company, and where counter attractions are few, Harry fell in love with my sister, Eve—as fine a maid as ever stepped God's earth.

"Having now another link which bound him to the country of his adoption, Harry spent some time in riding about the district to settle upon a suitable spot for a home for his bride. He came across the banyan tree you passed this morning, and, after viewing its wide-spreading branches and stately height, he decided that a house built close by it would make an ideal homestead.

"Harry's plan matured rapidly, for he well knew that the erection of a charming cottage for Eve and himself meant little trouble where labor was both plentiful and cheap. At that time there were many natives, male and female, who would be only too glad to earn a little extra money. Since then the country has been opened up, the Rand exploited, and we now have to pay as much for a month's wages as would have provided for a year's services at the time about which I speak.

"The cairn of a Matabele witch doctor was the only obstruction which he could see would require removal; but, of course, he would soon have that shifted! On his return home, Harry sketched out the plan of the house with the assistance of the native missionary, whom he deputed to engage suitable labor to remove, as a preliminary step, the old witch doctor's grave.

"With eagerness, scarce concealed, to complete everything as soon as possible, he rode down next evening with Eve, to show her the site of their future home. When they arrived at the spot, Harry was greatly surprised to see that the mound of stones was untouched. On questioning the teacher, he was told the men had been engaged, but that when they had been made aware of the nature of the work they had to do, nothing could persuade them to perform it, and threats were of no avail against the superstition with which this grave was enveloped. A warrior witch doctor had been buried there, and all who slept beneath this tree never slept there again—so said the natives. This grave was one of the most sacred resting places of their religious leaders, and one and all absolutely refused to lift a finger towards desecrating it, affirming they would rather suffer death than assist in dismantling the tomb. 'Surely,' pleaded they, 'the baas would not compel them to remove these stones when he knew how great a man lay buried there?' But the baas thought otherwise; he required that place, and no other, for his future home. 'Really,' said he to Eve, as they discussed the affairs of the day across the dinner tables, 'I believe these kafirs wish to frighten us. What's in this nigger's grave?—an old shrunken body, crumbled, maybe, into dust long years ago!' As she seemed to agree with him, in spite of the fact that my father sided with the natives, affirming that it would only cause trouble if the tomb were disturbed, Harry determined to have his own way.

"The natives, however, stood aloof—even after a most heated interview between Harry and the chief of the tribe. The latter, when he realized that the former was not to be moved by any arguments, earnestly entreated the hot-headed youth not to commit so wanton a deed, ending up his appeal with a covert threat that woeful luck would descend on the head of him who dared disturb the old witch doctor's last resting place. The chief besought Fulton to choose another site, but the more the white-headed unlakhsa entreated Harry, the more determined the latter became to build where he wished.

"At various times we had chatted over

native superstitions, and it was evident that neither Harry nor Eve had much sympathy with them; they could neither comprehend nor even tolerate them. Both were very young—that is the only excuse for them. In the end Harry told the chief he was going to build where he wished, and if his (the chief's) people would not render assistance, well, he would get others who would. The old chief gravely saluted, but, with shaking head, added that the lad would rue the day he performed such a sacrilegious deed.

"When matters had reached this acute stage, Harry opened his heart to me, and asked me to use my influence with some of the neighboring chiefs to procure labor. To his utter amazement, I counselled him to refrain from the rash deed, and to take the old native's advice. Never seemed anyone so upset as poor Harry was that morning. 'Oh, fiddle-sticks!' retorted he, 'you surely do not credit these old wives' fables? Has my own chum even given over his faith to witchcraft?'

"'No; I have not,' I replied, 'but I have not been born, and lived from childhood, amongst the natives without adding my amen to friend Shakespeare, when he says, "There are more things in heaven and earth than are dreamt of in our philosophy," and one thing I do know, and that is that a native will not brook interference with the objects of his superstitions; so better leave them alone. Take my advice, and don't disturb the old heathen. Let his bones crumble in peace.'

"Alas! would that he had listened to the reasonings of all around, but, in the first fierce fire of love's ardour, he determined he would not be balked. He contrived to hire some Hottentots, who had no scruples about witch doctors, under whose power they had never come.

"Fulton, now that his mind was made up, soon had the ground levelled, and, during my absence on a hunting trip, he made substantial progress towards the completion of his future home. Well, to make a long story shorter, the house was at last finished and furnished—the latter operation an easy task for two such loving folk as Eve and Harry. As far as the eye could judge, the cottage was an ideal abode for

the happy couple, who were married at the time of the next Nachtmal. Moreover, I noticed that their bedroom was situated just over the spot where the grave had been. 'Sleeping on the top of the miserable old scoundrel,' as Harry mockingly laughed, 'will make our slumber all the sounder.'

"The wedding festivities passed off with great success, and, the honeymoon trip over, the young people took up their residence in their new home.

"During the first night—so Harry related to me next morning—he awoke suddenly out of sleep with a fearful start. It seemed to him as if a spear point was pressing against his throat. Gasping for breath, he opened his eyes. All was clear as daylight, for the harvest moon's rays flooded the room, and he clearly saw the figure of a huge Matabele warrior standing over himself and his wife. The expression of ferocity on the murderous and scarred face was enough to shake Harry's courage for the moment, and all he seemed capable of doing was to observe that the gaunt creature was motioning him to go away or—the unmistakable action of the spear showed him what would follow.

"Harry, however, was no coward, and he attempted to push away the weapon. To his amazement, he grasped at nothing. Eve awoke at this moment, and when she saw the apparition clothed in its warlike paraphernalia, and observed the motions of the death-dealing instrument, she shrieked aloud with terror, aroused the servants, and then fainted away. Harry jumped out of bed, searched the house within and without; the servants, thoroughly scared out of their senses, swore that the baas had been mistaken—no one could possibly have entered the building.

"Poor Harry was at his wits' end, for it took him several hours to bring Eve out of the swoon into which the fright had sent her, and he was dumfounded when he discovered that her story of what she had seen was identical, to the merest details, with his own experience. Eve firmly declared she would not live another day within the house—until the mystery was solved she would remain with her own people. Harry's obstinacy, however, was never greater than then, and he swore he would get to the

bottom of the trick which had been played upon them by some of the natives.

"Harry accordingly drove his wife over to my father's house, and, after explaining what had occurred, announced his intention of returning to his own home and living there until he had made it free from ghostly visitants for Eve's sake.

"Ere Fulton left for his own farm, I begged of him to remain with us, but without avail. 'If the niggers thought they would frighten him with such a trick,' he persisted, 'he would soon disillusion them. That was his home, and an Englishman's home was his castle. He would bore a hole through anyone who came prowling round his bed at night-time.'

"That night Harry slept with a loaded revolver ready for use. 'Hanged if I'm going to be stabbed by a damned nigger,' said he, 'but, by Jove, what a blood-curdling countenance the old bouncer had—awfully funny, I couldn't catch hold of his spear. Well, tonight, I won't ask questions; I'll shoot.'

"Nothing happened until Harry had been asleep for some time—for several hours, he thought—when he was again awakened with the same sensation. The spear point seemed to be driven relentlessly home. He opened his eyes, and, with a herculean effort, wrenched himself away from the weapon, grasped his revolver, and fired with deadly aim at the figure. The sound of the shot broke the spell, even as did the shriek from his wife on the previous evening, and the apparition disappeared as he leaped out of the bed. The natives, hearing the sound of the shot, rushed in, and found Harry glaring around, completely overcome with amazement. 'Where was the old warrior?' At such a short range he could not have missed, and still more puzzling was the absence of the slightest trace of blood!

"The whole incident was too mystifying for words, especially as Eve had about the same time experienced the same horrible sensations which Harry passed through at his home. It was most extraordinary, but every night for a week he enacted the same scene, and always when he had been asleep for a few hours; he had the same impression of being stabbed in the throat, and, on awakening, saw the same grim figure going

through the very same threatening movements. Time and again he fired at the figure until the side of the room was punctuated with bullet marks, but with no success—the warrior ghost vanished as he jumped out of bed.

"As a last resource, he tried to remain awake, but the eerie experiences of the past nights had so wearied him that the strain was becoming too much for him, and in despair he asked me to sleep in his room the next night. His pluck would not allow him to acknowledge himself beaten, and, although consideration for his wife should have made him surrender and submit to fate, he swore he would not.

"I've never been beaten yet," said the plucky fellow, 'and I'm going to solve the mystery, even if I die for it.' When a lad at college, way down south, I remember learning a quotation which I always associate with my dear chum: 'Quos Deus vult perdere, prius dementat'—for me it is the only solution of the mysterious episode in my life.

"Whilst riding over to the fated homestead, I closely questioned Harry concerning the details of the apparition, and he recounted his weird experiences with a certain amount of cynicism I did not like. It seemed to be playing with death.

"We retired about the usual time to rest, and kept our revolvers close at hand in case of emergency. I do not know how long I had been asleep, but this much I recall—that I awoke with a start, feeling vaguely that all was not as it should be. Never shall I forget the scene which greeted my eyes as I opened them. Even now I plainly see the huge, gaunt, spectral

shape of the fully-clad warrior witch doctor towering over Harry, who was vainly trying to keep the deadly spear from his throat. For the moment I was paralyzed by the sight and unable to exert myself, the next, I saw Harry suddenly reach for his revolver. I did likewise, and we both fired simultaneously, whilst I hurled myself at the figure, but struck nothing more solid than the air. The figure had vanished. Half-dazed, I stood lost in bewilderment, then my eyes fell on Harry. He lay across the bed, very still, very quiet. I called to him by name, then shook him, but without getting any response.

"The room was now full of servants, whom the double report had brought at great haste, to see what the baas had done this time.

"Still dazed somewhat with the events of the evening, I turned to attend to Harry. At first, I thought only that the horror of the fright had caused him to faint away, but when I picked him up I received a shock I can never forget. He was dead, his open English face holding a look of fixed intense agony, and in the throat a gash—such as is made with an assegai thrust—trickling blood.

"A further sorrow awaited my arrival when reaching home. The shock had been too much for Eve; she had passed away the self-same hour that poor Harry was taken."

The mystery is a mystery still, and the memory of that lonely grave, far removed from civilization, oftentimes comes back to me when at early morn I cycle afar from the haunts of man, away from grimy, dusty Johannesburg, into the clean new veldt of God's own country.

### At the Turn of the Road.

S. E. KISER, IN "CHICAGO RECORD-HERALD."

The road that seemed so long at first is coming to an end,

The inn which we have sought to reach is just beyond the bend;

The way behind us stretches far, and strewn along its length

Are graves in which they lie who lacked our luck or will or strength.

Before us lies another way that winds and stretches far,

And there high hills and lonely miles and pleasant valleys are;

And many who are strutting now, without a pang or care,

Will be among the ones who fail for want of courage there.

Before we start upon the road which branches to the right

Beyond the inn where we shall have our lodgment for the night,

It will be well, perhaps, to give a thought to those who fell,

And ask if we were always fair when straining to excel.

## The Perfect Man.

BY ADELBERT CLARK.

The man who loves his fellowmen,  
The same, his God doth love;  
His character is true as steel  
And fixed as stars above.  
And everywhere he finds a friend  
Among the high and low,  
And men respect and honor him  
Wherever he may go.

The children find in him a friend  
That fills their life with joy,  
And with his hugs and kisses, they  
Can each wrong act destroy.  
He knows that life is but to love,  
And love is highest life,  
And he who walks with God each day  
Can baffle every strife.

The world soon reads and finds that he  
Is every inch a man,  
And in his every walk of life  
They see God's holy plan.  
There's honesty, and pity, too,  
And charity for all,  
And there's an arm to shield the weak  
And lift them when they fall.

The man who lives through life unloved,  
Will find his pathway lone  
And scattered o'er with dying flowers  
That should have decked his throne.  
He'll find that he has wandered where  
The things of evil are,  
Since love is life and life is love,—  
Man's true and guiding star.

# EDITORIAL



THE RAILWAY CONDUCTOR, PUBLISHED MONTHLY AND ENTERED AS SECOND CLASS MATTER AT THE POST OFFICE IN CEDAR RAPIDS, IOWA.—Subscription, \$1.00 per year.

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## Our Order.

If any member of the Order knows of a subject better suited for an editorial for January, 1909, we would like very much to have him tell it to us. If we don't write what anyone thinks we ought to write, just please tell that to us also—and if we DO write what is desired and appreciated, we would not object to having that told to us also. However, we are not fishing for either vegetable or flowery bouquets, but will try to tell some plain, unvarnished facts.

It isn't perhaps best for one to be continually looking at the doughnut and never at the hole, but we opine that such gazing is better than to be continually looking through the hole. Therefore we think it is well at this time of the year particularly to look conditions squarely in the face, or perhaps to take an inventory, or strike a balance and compare it with the one we struck off a year ago. This is a good year to do that, because it is the year of our national convention, and if the members have been doing their duty by their Order they have taken a few minutes off occasionally to study the needs of the Order which have made their appearance since the last convention. In the nature of things, this is liable to be an evolution of the two years which have passed since the Memphis convention. We do not mean to say that there

are any laws on the statute books which need overhauling, but these are strenuous times in which we live, and members should be constantly on the watch for a chance to better the laws which govern.

We note, by the letters in the Fraternal Department, that the old question of a "Home," "District" representation, Article 27 of the Mutual Benefit Department, relating to "Relief Fund Assessments," etc., and a permanent headquarters for the Order, similar to the one to be built by the Brotherhood of Locomotive Engineers in Cleveland, are still uppermost in the minds of the members. We have full faith that all these questions will receive full and earnest consideration at the coming Boston convention. They may not all be settled definitely at that time. We hardly think they will be, for the settlement of some of them involves human limitations in the adjustment of problems relating to conditions of life which will probably not be very materially changed as long as "the world stands."

We think there is cause for congratulation in the substantial growth of the Order numerically, for despite the fact that during the last two years the country has been in the grasp of a very severe panic, or business depression, our membership has increased over four thousand, and twenty-six

new Divisions have been added to our roster. This, in face of the fact that many men have been off altogether, or back on the extra list. We do not think that growth in membership and Divisions is an adequate indication of the growth of the Order, but that such growth should be regarded really as in an inverse ratio to its growth. That is to say, back of this increase in membership and Divisions is a cumulative drawing and impelling force which numbers does not represent, and which cannot be correctly represented but by a general survey of the influence and work of the Order now, and a retrospective review of it in the years during which its growth has been attaining the magnitude it now enjoys.

To our way of thinking each and every member of the Order should be familiar with the struggles through which the Order has passed—that knowledge, it appears to us, is a necessary pre-requisite to a proper appreciation of the privileges to be enjoyed by such membership, and a proper regard for the duties and obligations that membership in the Order entails. When placing the advantages of the Order before prospective members, it does not seem to us that, as a general thing, stress enough is laid on the fact that a man should give to the Order a vigorous and helpful fidelity, partially, at least, commensurate with the help and uplift he expects to receive. This, of course, aside from any question of sentiment, or sameness of occupation. While these sentiments are not to be ignored, still they would not generally form a sufficiently formidable barrier against the encroachments of powerfully intrenched corporate aggression, to give to the workers the consideration that their exertions cut in the industrial progress of the country. And, generally speaking, either before or after a man becomes a member of a labor organization, he should acquire a good working knowledge of the aims and purposes of organized labor. He should know something of the history of the trials and struggles of labor to get that fair consideration and remuneration which capital constantly refused to give. The labor problem should be thoroughly understood in all its bearings, and not regarded as simply a banding together of men for the purpose of getting a

few more dollars at the end of the month. The movement should be looked upon as a part of the moral, industrial and political history of the country, only that moralists and political economists who study them from an abstract point of view do not always agree with their methods. Or as a noted economist puts it: The problem is much like that of the older botany and zoology—with a difference. The zoologist collected his bugs and birds, named their parts, arranged them in families and genera, and praised God or nature (according to his bent) for their wonderful adaptations. But when the evolutionist—i. e., the zoological historian—came into the field, a broader explanation ensued. He saw the struggle for existence, over-population and under-consumption, maternal love and mutual aid, and he explained the claws and teeth of the tiger as well as the song of the bird. He neither approved nor praised—he understood. So in our organization; we stand for something more than a pay day, more than a job.

If we make resolves for the guidance of our future acts it would seem as if the noblest resolution that any citizen could make for the New Year would be the resolution to live more faithfully by the Golden Rule, that sublime guide of conduct for this world and for all worlds. But whether we make New Year resolutions or not it seems as if introspection and retrospection should engage our thoughts quite largely at such an opportune time of the year. While it is quite true that yesterday is gone, that tomorrow never comes, and that we have only today in which to live, nevertheless we have nothing but our todays and yesterdays with which to build for tomorrow, the next day, and eternity.

As it is customary for business men to take account of stock on the first of the year, so it is not a bad idea for every one to enter into a controversy with his soul concerning those things done during the past year which are worth while and those things which are not—do this and let the conscience sit as a grim obstinate sophist passing on the rectitude of action for the upbuilding of that temple not made with hands. It seems not an inapt thing to say that if we were as prone to pick to shreds

and analyze to the uttermost *quad erat demonstrandum* our own acts, thoughts and words, even as we do the acts, thoughts and words of others, the resultant would be a mighty uplift among the sons of men, a tremendous resultant for good will on earth and a peace that passeth understanding. This may seem a foolish dream, but the life of a nation is made up of the individual life of its individual members, and it is no better nor no worse than that life. It should be remembered as a New Year's dream, and as a never ending dream, that we, the nation, humanity does not stand still morally any more than physically—there is no stagnation in the moral life of a nation or people any more than there is cessation in the operation of the organic or

inorganic laws of nature. We do not stand still, we go backward or forward. There is no such thing as absolute rest—immovability—in all the wide universe of God.

The wish for better things is a natural one in the human heart, and at the beginning of this New Year THE CONDUCTOR extends to all members of the Order, the earnest wish and desire for better times, better laws, better conditions, better lives—lives filled more fully with the things worth while. We indulge the hope and express the wish that the Order of Railway Conductors, and its intuitive helpmeet, the Ladies' Auxiliary, may prosper abundantly materially, and grow greatly in those sublime virtues of truth, charity and love.

## Some Corrections as to the Purposes of "The American Railway Employes and Investors' Association."

In the October issue of the CONDUCTOR, we printed what appeared to us to be a very plain, straightforward statement of the aims and purposes of "The American Railway Employes and Investors' Association." It seems, however, that we did not make a bull's eye hit in our explanation, or in our use of the language we employed, as we have received several communications from members showing an understanding of the purposes of the Association entirely contrary to what they are. In order, therefore, to clear up any misunderstandings or misstatements, from whatever source obtained, we earnestly hope the members will take time to read what follows. Certainly, the declaration of its principles as formulated by the Association itself is ample evidence of its intentions, and we ask a careful perusal of them:

"Its purpose shall be, by all lawful methods, to cultivate and maintain between its members such a spirit of mutual interest and such concern on the part of all of them for the welfare and prosperity of American railroads as will best promote their successful and profitable operation, for the benefit alike of their employes, investors and the public;

"To encourage by every proper method, cordial and friendly feeling on the part of the public toward American railroads and their business;

"To publicly provide means and methods for obtaining consideration and hearing from all legislative bodies and commissions empowered to enact laws, rules and regulations affecting the conduct and operation of railroads;

"To do whatever lawful things may be necessary in order to secure a fair return alike to capital and to labor invested in American railroads, with due regard at all times to efficient service, fair treatment and safety to the public.

"This Association shall at no time be used for partisan political purposes, nor shall it take any part in controversies, if any, which may arise between railroad employes and railroad officials.

"Its membership shall consist of representatives of railroad employes and investors; and

"The by-laws of the Association shall make provision that each of the interests represented in the Association shall have an equal voice in the conduct of its affairs."

We would be at a loss to think of any-

thing more eminently fair to all interests involved. Those who have given thought to the subject in the past know that the formation of this Association is the consummation of a hope long held by them, and the crystallization of sentiments often expressed by employer, employe, and all deep thinkers on the "labor and capital problem." Expressions similar in sentiment have been made on authority of our own Order and other organizations of railway labor long before the idea of the Association took definite shape. The Association has been founded on the basis that there is a mutuality of interests between the employes and the investors; that each is entitled to a fair return from the earnings of the properties—the employes in fair wages and proper working conditions for their labor and energies, the stockholders in dividends for their legitimate investments. Given a condition in which the railways can operate profitably, and both employes and investors will participate in the profits, the one in good wages and working conditions, the other in equitable dividends; but if from any cause the earnings are endangered, then both interests suffer, the employes, of course, more than the investors. Here, then, is where the need of co-operation between the two appears. They may differ and even quarrel as to the relative proportions due them from earnings, but there should be no difference between them as to their joint and natural resistance to agencies that are constantly at work to unjustly reduce rates and otherwise impose requirements that in the end operate to limit earnings to such a degree that all interested in railroading are made to feel their effects. There are associations of commerce, combinations of shippers, manufacturers' associations, and many others of the kind all organized to promote their special interests and all striving to secure advantage through reduced charges or other requirements by legislation, orders of commissions, or other regulative state and national bodies. At times these special interests' claims are disguised as reflecting "public sentiment," and here is where they are joined by a certain type of politician, the burden of whose song is, "Hit the Railroads and Hurt the Rich," on the basis that every time they cut a chunk of prosperity out of

the railways they are injuring some corporation or capitalist that the public is supposed to hate.

There are estimated to be from one and one-half millions to one and three-quarter millions (varying according to the fluctuations of business) of persons employed on the railways of the United States and dependent for their livelihood and that of their families on the "wages of labor." It doesn't require much study of economics to reason it out that if the railways are permitted to operate profitably (of course, with regard to the rights of the public), the employes should have their just share of the profits, but if the opposite conditions obtain and by legislative or other restrictive methods earnings are reduced and operations limited, the employes are bound to be sufferers.

The best paid wages of the railway employes of this country are none too high—in many instances they are not what they should be, so that if we, as railway employes, expect to hold our own, to say nothing of bettering our condition, it behooves us to wake up and take notice of the things going on around us and which, if continued, will sooner or later have a vitally depressing effect on our employment.

For every dollar earned by the railways, approximately sixty-seven cents goes to labor, and it ought not to be difficult to understand that of every dollar taken from the railroads by any combination of forces at work against them a proportionate amount is taken from labor, *because there is no other place from which it can come.*

The industrial trend of our day is toward co-operation wherever a mutual interest appears or wherever the need of mutual protection is apparent. *That is why we must get together. The idea is not a new one.*

As before stated, the principle on which the new Association is founded has been approved by our Order and by every organization in the service excepting those that proceed on the theory that there is a class struggle, a natural antagonism between employer and employe. We stand for the general welfare, and we do not think it fair, nor do we intend to submit to the policy, that all other interests shall prosper at the expense of the railway—the

one with which *our* employment and prosperity are *inseparably associated*.

*The Association will not oppose or invade the jurisdiction of the established organizations of railway employes, nor will it interfere in any way with their legitimate affairs.* On the contrary, it will seek their co-operation and that of every other employe in railway service. We indulge the hope that as its influence in its purpose to secure a square deal is felt, as it surely will be, it will make for a closer relationship between the railways and their employes and eventually a better appreciation of the employes' services. All of its transactions will be open and above-board, and by virtue of the provisions contained in its declaration of principles that the representatives of the employes will have equal voice with representatives of investors in its conduct, it is assured that its policy will at no time be made inimical to the interests of the employes. It will endeavor at all times to create a favorable sentiment on the part of the public toward the railways, and with this accomplished, the employes will benefit just as our members have benefited by public approval of the purposes and work of our organization. As it contemplates the mutual good of both employes and investors and as each will have an equal voice in its management, it is also arranged that each shall share in the cost of its maintenance.

Information regarding the Association and details as to organization, etc., will no doubt be made public shortly after the beginning of the new year, and when its purposes are thoroughly understood it is expected to enlist the co-operation of every railway employe in the United States, who is in accord with its principles, in active support of the movement.

When, in its declaration of intentions, the Association, through its organizers, stated

that one desire of the Association was "To encourage by every proper method, cordial and friendly feeling on the part of the public toward American railroads," one, at first blush, is inclined to ask if there is an *unfriendly* feeling towards the railroads in the public mind. Manifestly there is, and the best proof of it is a look at the legislation accomplished and attempted, both state and national, in recent years. In the public mind there seems to have grown up a feeling of hostility entirely at variance with that feeling of friendliness and co-operation, which prevailed in the early stages of railroad building, and which was a large factor in placing this nation at the head of all nations in the blessings of transportation and all the advantages of civilization resulting therefrom. We firmly believe that the public mind has been poisoned against the railroads through real or imaginary impositions on it—impositions magnified by incompetent and unscrupulous politicians for their own gain.

The organizers of the Association were particularly anxious to avoid any possible charge that the influence of the Association should ever be used in any way for partisan political purposes. It is to be hoped that no misunderstanding shall exist on this point, because any attempt from any quarter to inject partisan politics into the workings of the Association would be rejected and condemned with the utmost vigor and dispatch. The Association has a legitimate and important function to perform in the business economy of the country and the intention of its organizers and all those who in any way have to do with shaping its destiny or furthering its usefulness are imbued with the hope and determination of making its fruitage as abundant as earnestness of purpose and endeavor will permit.

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## Judge Lindsey Re-elected in Denver.

The juvenile court efforts throughout the country seem to be gaining ground among the people. The main idea of the advocates of the court is simply to put the boys—"kids"—on their honor. It is found that there is real inherent honor in boys

seemingly lost to all possibility in that quality. To our mind the other great thing to be accomplished by the juvenile courts is the fact that they separate the "beginners in sin" from those who have become hardened to the ways of vice and crime.

There seems to be as little sense or reason in placing first offenders in the company of hardened criminals as there would be in placing healthy people in the company of those with contagious diseases.

We are glad to note that Beh. J. Lindsey, running on an independent ticket, was re-elected juvenile judge in Denver by 32,000 votes out of a total of 65,022 cast for three candidates for the office. The republican and democratic candidates ran about even, one securing 15,294 votes and the other 17,728. Judge Lindsey's plurality was thus 14,272, and he came within 1,022 of polling as many votes as his two opponents together. Some 3,000 scratched ballots intended for him were thrown out as defective, so that in reality more people tried to vote for him than for both the others.

Judge Lindsey's campaign lasted only three weeks, but it was a lively one, culminating on election day with boys at every precinct, who had played hookey from school, to work for him. The judge refused to permit any organized work by the

youngsters, but there was no stopping them. "The kids were everywhere," he writes. "It was mighty interesting to see these boys, particularly the bright Jewish boys, standing on a box talking to a crowd of factory operatives at the noon hour, telling them how to scratch their tickets."

Politicians had said that Judge Lindsey had no chance of election, not only on account of the organized opposition of both parties, but because of the difficulty of scratching the Colorado ballot. But it did not work out that way. It might be surmised that ballot scratching which can be explained in public by boys is not—at any rate, it ought not to be—beyond the intelligence of a voter. Judge Lindsey was given a hearing in the churches and the women's clubs. Both helped him, but he was elected, he believes, by the votes of men and women who know his work either through its results in their own families or in the families of friends and neighbors. His term of office is for four years from January 1, 1909.

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## Two Golden Days.

BY WM. B. SMITHERS, ALEXANDRIA, VA.

[Surely no New Year sermon could be purer or more to the point than the following drapery with which Brother Smithers has clothed it. We have placed this beautiful piece of word-painting in the Editorial part of the CONDUCTOR in the hope that more of the readers of the CONDUCTOR will see it.

The central thought is easily a beautiful precept to carry with us during all the years. We are sure that all members of the Order will join us in thanking Brother Smithers for his offering.—Ed.]

In conversation with a young lady some two weeks ago along religious lines, in the course of our conversation, I remarked that I thought that we allowed too much of the past to enter into the present of our lives, that we were assured "that as our day, so shall our strength be," and that I thought it required all of our energies and vitalities and strength to meet the conditions of the

present, and that we ought to live a day at a time. That brooding over yesterday's troubles, disappointments and worries seriously retarded or hindered us in meeting the conditions of today, and entered into our lives as an "alley" that robbed our lives of much usefulness and sweetness.

And I am indebted to her for the following beautiful thoughts suggested along these lines. She said that a lady friend of hers said that there were two golden days in every week; two days in the week upon which and about which she never worried. Two golden days, kept sacredly free from fear and apprehension. One of these days is yesterday. Yesterday, with all its cares and frets, with all its pains and sorrows, has passed forever beyond the power of my control, beyond the reach of my recall. I cannot recall a word that I said; cannot undo an act that I wrought; cannot calm a storm that raged on yesterday. All that

it holds of my life, of regret, or sorrow, or wrong, is in the hands of the mighty love that can bring oil out of the rock and sweet waters out of the bitterest desert; the love that can make the wrong things right, and turn mourning into laughter. Save for the beautiful memories, sweet and tender, that linger like perfume of dried roses in the heart of the day that is gone, I have nothing to do with yesterday. It was mine; now it belongs to God.

And the other day I do not worry over, is tomorrow. Tomorrow, with all its possible cares, its burdens, its sorrows, its perils, its poor performances and its bitter mistakes, is as far beyond my reach of mastery as its dead sister, yesterday. Its sun will rise in roseate splendor, or behind a gloomy mask of weeping clouds. But it will rise, and it will be God's day. It is God's day. It will be mine. Save for the star of hope that gleams forever on the brow of tomorrow, shining with tender promise into the heart of today, I have no possession in tomorrow. All else is in the safe keeping of the same infinite love that holds for me the treasures of yesterday. I can trust all that tomorrow holds for me in the love that is wider than the skies and

deeper than the seas—I can, for whether I will or not, I must.

There is left for myself, then, nothing but today. And any man can fight the battle of today. Any man can carry the burdens of just one day. Any man can resist today's temptations. This is the strength that makes the way of my pilgrimage joyous. I think, and I do, and I journey but one day at a time; that is the human day. And while I do that, God, the Almighty and the all loving, takes care of yesterdays and tomorrows.

These beautiful gems of thought appealed to me very forcibly, and I thought to myself that if we could exemplify them in our lives, or live them, that instead of gloomy forebodings and inexcusable pessimism, our lives would be surrounded with a halo of sweetness and joy, the scintillations of which would go out into other lives and dissipate the dark clouds of disappointment and remorse and make them joyous and happy, and a reflex influence upon our own lives would have an ennobling effect, which would enable us to rise superior to the grovelling things of sense and time. It appealed to me like that beautiful phrase that brought peace to Whiteleld—"God in the Soul."

## The Great Hope in the Heart.

BY CAPT. GEO. W. BARBER, SR.

A great traveler had just completed an address on Alaska. Admirers from the audience were crowding about him when a white-faced, poorly-clothed boy, with eager eyes, pressed forward and said: "I'm going there some day." "Isn't that pathetic?" a bystander whispered. "No," answered the traveler, "it is divine." "But you surely don't believe he can do it?" exclaimed the bystander in astonishment. "I am not sure," replied the great man, "it depends upon the strength of his hope." Today that boy is in Alaska, pushing a railroad into the far north.

Hide a great hope in your heart. Let it be as great as the best that is in you. Let its roots strike deep into your being. Let

it blossom into cheer and faith and indomitable purpose. You are a young man and your desire is for an education. You are a young woman with ambitions and strength for a man's sake. You are a politician with the public good at heart, and you enter the ranks of the men who do battle for the people. You desire to be a skilled mechanic, a capable business man, a minister, a lawyer, a doctor, a teacher, or a first-class conductor, superintendent of a division, or general manager.

In any case, hide away a great hope in your heart. When temptations come it will help you to resist. Should you fall, it will help you to rise. If you win a measure of success, it will not allow you to rest con-

tent. It will become an increasingly powerful suggestion, working day and night, strengthening your purpose, cheering your dark hours, holding you to persistent effort. It will awaken powers lying back in your sub-conscious mind—powers of which you do not dream. You will become not the ordinary man, who is born and lives and dies, but an inspired man, with consciousness of a victory unconsummated, to whom every buffet of fortune but serves to discipline and enrich the life.

And then some day, perhaps when you least expect, you will see the fulfilment of the hope you hid away. But should it never come to pass in just the way you wished, you will have grown to the size of your hope, and from a higher plane, with a truer perspective, you will look out upon life, doing your work manfully and understanding the struggles, the defeats and the victories of other men.

Hide a great hope in the heart to begin the New Year.

## The National Civic Federation and its Work.

BY JOHN C. FREUND, IN "THE MUSIC TRADES."

On Monday and Tuesday of last week the Hotel Astor was the rallying point for the most extraordinary gathering of men and women that has been ever held in this country or in any other country, and it is not going too far to say that in no other country in the world could such a gathering have been held.

Fashionable society women and great labor leaders; presidents of vast railroad systems, trusts, banks, large commercial and industrial enterprises; editors of leading papers; doctors and lawyers of eminence; heads and professors of great colleges; millionaires and poor men, all met together for one common purpose—the social uplift, for it is this which, in brief, is the purpose of the National Civic Federation, which, started some nine or ten years ago, has today reached national and even international importance, and may be said to number among its members the best brains, the most influential and most representative men and women of the country.

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Since the federation was started it has undertaken conferences on important public questions. Its great convention held in New York to throw light on the emigration question brought from all parts of the world, and even from Australia, representative citizens who added the weight of their experience to the discussions. It sent to Europe a commission composed of prominent labor men, publicists, writers, capital-

ists, to investigate the question of municipal ownership at first hand and bring back to this country the results of their labors, which appeared in a majority and minority report of inestimable value, because it gave us facts on which we could base an opinion of the merits of this serious problem.

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The annual meetings have come to have national importance, so that the press, which in years gone by held aloof, now chronicles them at length.

This year the annual meeting, held at the Astor the early part of last week, derived additional importance from the fact that not only were grave questions, such as the trade agreement, discussed by men eminent in all lines of human endeavor, but because so many representative women took part in them—social leaders and women of eminence, like Mrs. Andrew Carnegie, Mrs. William H. Taft, Mrs. Harriman, Miss Anne Morgan, daughter of J. Pierpont Morgan, and others equally prominent.

The various meetings held at the Astor culminated in a dinner, for which, although the price per ticket was placed at \$5, there were over 4,000 applications from people all over the United States. No doubt many desired to hear President-elect Taft, who, before his nomination by the republican party as their candidate for the Presidency in the last election, has been for some time past the head of the welfare department of the federation.

As the large dining-hall only seats some nine hundred, it became necessary for the federation to return the checks and money which had been sent to some 3,000 persons, in order to reduce the number of guests to the accommodations of the hall.

At the dinner, to give an idea of this notable event, all the more notable, not alone from the presence of ladies, but because of the mixture of interests and the entire wiping out of all social distinction, at one table were Mr. and Mrs. Harriman, Mr. and Mrs. Lydig, and some labor leaders. At another table were Seth Low, formerly mayor and now president of the federation; President-elect Taft, John Mitchell, of the Coal Mine Workers; Mrs. Carnegie, Mr. August Belmont, Mr. and Mrs. Alton B. Parker (candidate for the Presidency at the election before last), Melville E. Ingalls, the railroad president, and Mr. Garretson, head of the Railroad Conductors' Union.

At another table were Mr. Andrew Carnegie, Mrs. Taft, Hon. Mr. Batchelder, Commissioner of Labor in Massachusetts; Samuel Gompers, president of the Federation of Labor; Lyman Abbott, editor of the "Outlook"; Isaac Seligman, the banker, and so it ran.

After dinner, the proceedings were opened by Seth Low, who, in his speech, explained not only the aims and purposes of the federation, but gave some idea of its methods. It did not "butt in" in labor disputes between labor and capital. It did not work in the open, with a brass band and newspaper notoriety. It did its work in secret, so that the self-respect of both the parties in conflict could be preserved and their confidence in the good intent and independence of the federation be maintained. Mr. Low described how, over the telephone, he had received a message from a great banking house which was responsible for a large portion of the securities of a street railway company in a city of importance many hundreds of miles from New York, who had appealed to him to use his good offices to avert a strike of the employes, which threatened to tie up the traffic and cause serious injury to the company's securities and property. Mr. Low told how, over the 'phone, he had communicated with

Mr. Mahone, head of the street railway employes' organization, and had obtained from him a promise to withhold the strike pending an attempted settlement by arbitration. Mr. Low told how, by bringing the parties together in this way, over the telephone—they did not even meet—an adjustment had been made, yet nothing was ever heard of it in the papers.

John Mitchell, the great leader of the coal mine workers, followed, and told how he had accepted a position with the federation because he thought that perhaps, in that way, he might create better relations between labor and capital, but that if he felt that his usefulness was not what he expected, he would go back to the coal mines and the miners.

Andrew Carnegie then spoke in the highest terms of the work of the federation, expressed his growing interest in it and commended it to the support of all men who have the welfare of the country at heart. Mr. Carnegie particularly took occasion to pay a great compliment to Mr. Easley, who has been for some time the chairman of the executive committee, and to whose patient, unobtrusive and indefatigable work so much of the success of the federation has been due.

Samuel Gompers, president of the Federation of Labor, and who is one of the vice-presidents of the federation, stated frankly that when Mr. Taft became President that he would be his President as much as any other man's President, although he had opposed him during the campaign, a sentiment that was greatly applauded. Mr. Gompers also said that it must not be understood that in the councils of the federation there was unanimity of sentiment. There was not. Each side held to its own views and endeavored to convert the other side. But instead of being in angry conflict they conducted their discussions and endeavored to adjust their differences in an amicable way because they had a high respect for one another, even if they could not always agree.

August Belmont spoke briefly on the work of the federation, and was followed by Mr. Melville E. Ingalls, the railroad president, who spoke of the restrictions which are today laid upon great corporations. He took the ground that these restrictions bear

just as heavily, under the Sherman law, on organized labor as they do on capital, and that there was only one way out of it, and that was to meet the issue by an amendment to the Constitution, by repealing the Sherman Act and by extending the power of the Interstate Commission.

Mr. Garretson, the head of the railroad conductors' organization, a man of plain speech, gave a history of labor organizations from ancient times and endeavored to show that the combinations among workers, who had been forced to combine because of the oppression practiced upon them, had been the backbone of human liberties. He pleaded with all those present to endeavor to understand the principles of a labor union before they condemned it. He told how the labor unions did much to educate a man, once he became a member, to a regard for his fellowmen, and that so the union did a work which was not generally appreciated.

And then, at the last, when it was getting late, William H. Taft, the President-elect, rose. He was greeted with enthusiasm, which was doubled at the close of his speech.

He told how he had become interested in the federation. He told of its good work. He told of the many eminent men who had come to regard it with confidence, on the side of labor as well as on the side of capital. He paid a high tribute of regard to Mr. Easley, and then he took up what Mr. Gompers had said, and stated that,

never mind what differences there might have been before the election, now that the result was determined, so far as he was concerned all animosity had been wiped out.

With respect to the Sherman law, he stated that he thought what it needed was better enforcement rather than to be taken off the statute books; and with regard to the Constitution, he thought it was a pretty good old Constitution; that we had gotten along with it pretty well so far and he thought it would serve us a little while longer.

In his speech he impressed all those—whether they were democrats or republicans, protectionists or tariff reformers, or professors with socialistic tendencies—with the fact that, while he was genial and kindly, and inclined to be conservative, at the same time he was every inch a man, that he had a will of his own, and that this would be made clear from the day he became President of these United States.

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It was not only a great night for the federation, a great night for Ralph M. Easley, the one-time Kansas editor, it was a great night for the Cause—a cause whose vast importance many even of our most eminent men do not realize, for it involves the question as to the permanence of our democracy, for it is our American democracy which must hold up the torch to other nations, and indicate to them the road on which humanity must advance.

## Judge Wright Decides Against Mr. Gompers and Associates.

The decision rendered by Judge Wright in the cases of Samuel Gompers, John Mitchell and Frank Morrison has, instead of clearing an already undesirable situation, added new complications thereto. Had the court which passed upon the cases confined its decision to the question at issue, viz., as to whether or not the defendants had violated the order of Justice Gould—such decision, if adverse to the defendants, would only have made more apparent two things: One, that there were two bases in existence for the issuance of injunctions

and for applying punishment for disregard of them, one of these being applied to the laborer, singly or in groups, and the other to his employer. The other issue which would have been brought into strong relief, is the necessity for the immediate enactment of legislation which would place one upon at least a reasonable degree of parity with the other and which would not class the same act performed by two men as, in one man's case a crime and in the other, a peccadillo. But when you take into consideration the language in which the de-

cision of this court was couched, the virulence displayed to the principle of combinations of laboring men for a purpose, regardless of its legitimacy or illegitimacy, the passionate denunciation instead of calm, dispassionate utterance, assumption seemingly based on preconceived opinion instead of upon actual occurrence, the conclusions that it will impress upon the minds of men in general, not of necessity only laboring men, but thinking, reasoning men of all classes, creates a condition, the gravity of which will not be underestimated by any man who is a careful student of the tendencies of mankind.

Every good citizen deplors that which tends to weaken respect for the courts in the minds of those who are affected by the decisions thereof and a spectacle like this, which, instead of upholding the traditions of the courts of the nation by the dignified, impartial demeanor which befits and usually characterizes our courts, descends to rant and denunciation utterly unworthy of the judicial bench, an attitude which makes the phrase "judicial mind" a screaming farce and that breeds among fair play loving men a contempt for the methods of that particular court so absolute and universal that, unconsciously, the reflex of

that feeling operates to undermine the respect which should be had for all courts. It is this dragging of the ermine through the mud of partisanship that strengthens the hands of that element which eternally decries the uprightness of the courts and that tends to weaken their influence for good, which every true citizen of the republic desires to see fostered and upheld. One decision of this character can breed more anarchists than could the propaganda of that cult in a score of years, and it is in the creation and dissemination of that spirit that the gravest aspect of this whole question lies. If it is desired that such a spirit shall be sown broadcast among men and that "the pestilence which stalketh at noon-day" shall canker the mind and heart of the people, that object can be surely attained by continuing upon the bench judges who have demonstrated that their sentiments regarding the rights of man are a survival of the feudal period, whose ethical conceptions have suffered from either over-fertilization or under-nourishment and whose limited resources in the way of that dignified, dispassionate, judicial spirit which does and should characterize our courts, would qualify them for appearance in bankruptcy proceedings.

## Change in Editorial Staff.

Brother C. D. Kellogg having resigned his position as Editor of the CONDUCTOR to accept service with the American Railway Employes and Investors' Association as its Secretary, Brother P. H. Pease has been appointed Associate Editor, and all

communications for the CONDUCTOR should be directed to him.

Brother Chas. H. Wilkins, formerly Assistant Grand Chief Conductor, succeeds Brother F. H. Pease as chief clerk to the President.

## The Good of the Order.

J. V. FITCH, MATTOON, ILL.

There are men in our fraternity  
Who seldom come to lodge,  
And if you want to talk to them,  
They will surely try to dodge.

They cannot give the pass-word,  
And they do not know the sign;  
And of the Order's good or ill  
They never read a line.

They have not met in lodge rooms  
For, lo! these many weeks;  
But you can see them meetings days  
Down there upon the streets.

They growl about assessments,  
And they grudge to pay their dues,  
And every call for charity,  
They stubbornly refuse.

But if they have a grievance,  
They are the first ones at the hall,  
And you must quickly take their case  
Or they will make a stall.

If all the Brothers were like these,  
The lodge would not exist;  
So don't blame the Chief Conductor  
If he gives their necks a twist.

# LADIES

This Department is intended to serve the same purpose among the wives, mothers, daughters, and sisters of our members that the Fraternal Department serves among our members. The rules at head of Fraternal Department will also apply to this one. Communications for this Department should be in this office not later than the 15th of the month.

## EDITOR RAILWAY CONDUCTOR:

Well, this is my last letter to the CONDUCTOR, for a long time at least, and I hope to leave a good impression with all, and a parting blessing to each Brother and Sister of the Order. Merrimac Division has held its regular meetings and they have been well attended since my last letter was sent.

Through the kindness of The Martin Drug Store managers we were given free use of a window and desk in their store, and the ladies of the auxiliary held a very successful food and home-made candy sale in October. Great praise is due our Past President, Sister Marston, Vice-President, Sister Sweatland, and Sister Rogers, for their efforts and help in conducting the sale, and we realized a nice sum from it.

The first Tuesday evening in November, Brother and Sister Eaton invited the Auxiliary ladies, with their families, to spend an evening with them in their pretty home, and we had a delightful time. Those who missed attending that little party without some good excuse should have some serious thoughts if it was right to stay away when the host and hostess made such a generous effort for our good time, and gave us such a cordial welcome.

We are almost afraid we have lost two members. Brother and Sister Flanders have moved to Boston, Mass., this month so the family might be together more. As the Division and Auxiliary down that way know a good thing when they see it, we feel sure they will want Brother and Sister Flanders to join them. Our Auxiliary can't afford to lose Sister Flanders.

I have been very much interested in reading the letter from Brother D. E. Hasey, of St. Paul, Minn., in the November CONDUCTOR. He has pictured this life's trials of the passenger conductor, and described every phase in the business correctly, as one can see by observation when traveling on passenger trains.

Was sorry to hear Sister E. H. Jackson, of New London, Conn., say, "'Twas her last letter to the Journal." I love to read her letters, as in the long ago we passed some pleasant hours together.

I would like to say, through the columns of the CONDUCTOR, that I am collecting railroad station views on postal cards, and if any Sister or Brother, who has pleased me with letters to the CONDUCTOR, would kindly send a picture of any railroad station, I will gladly return one of some other place to them.

Well, it is on Thanksgiving day I am writing to you. Some are glad that today has arrived, and yet how many can we think of that are in deep sorrow. Their loved ones are missing, and perhaps gone forever. The obituary list in the November CONDUCTOR numbers fifty-eight—fifty-eight conductors who have waved the signal for the last time. Let us always give the mourning ones a passing thought on such days as this, if nothing more than a silent prayer.

Division 335 was favored with a visit from one of our Grand Officers—Brother Clark, Third Vice-President, from Chicago, Ill., and highly entertained the Brothers with his interesting notes.

I have read, with interest, Sister Thomas's letter to the CONDUCTOR, but I do not quite understand her condemnation about the poetry and stuff sent you, dear editor, for publication. If you will allow me to comment, although some of the "extracts of the pen" may not be "up-to-date," according to our Sister's idea, and may be the Brother or Sister, whichever they happen to be, tried hard to write something because they wanted to help along the "little book," we ought all be proud of them and do all we can to make it grow. For one, I am glad to read something every month from the "good boys" or the Sisters; wish they could all write something. If I should see, in

the December CONDUCTOR, a little piece of poetry from someone that read thus:

"A frog who would a-wooing go,  
Whether his mother would let him or no,"

I should be so much pleased at his or her effort that I would try to find out the rest of the little poem of the long ago and get some good out of it, as some of you may know there is a good "moral" in this little piece. Well, dear Editor, Brothers and Sisters, try to find some good in everyone that tries to better their condition. Love the little acts of kindness, be true to yourselves, strive to be men and women of the higher order, and read over, when you have time, all of the seventeen letters in the CONDUCTOR, and take notice of Sister Harton's letter—only fourteen lines, but there is courage and womanly qualities shown in it; notice the words, "We feel right at home with the Aurora ladies." Let us try to live and do so near right before God and man that we can possess a good deal of that self-satisfied quality; that we can feel at home, and make others feel at home with us.

MRS. ALVIN B. COLE.

Concord, N. H.

#### EDITOR RAILWAY CONDUCTOR:

At their cozy home, 275 Euclid Avenue, Detroit, Mr. and Mrs. Lawrence H. Nolan welcomed a number of friends October 8, it being the twenty-fifth anniversary of their marriage. The house was tastefully decorated, and the evening was pleasantly spent with music and cards. A delicious lunch was served, during which Mr. Nolan was presented with a silver loving cup by some of the employees of the terminals, of which Mr. Nolan is superintendent. They were the recipients of many other beautiful gifts in silver. Mr. Nolan is a member of Battle Creek Division 6, and is at present with the Grand Trunk, but for more than twenty-six years was connected with the Chicago & Alton. Mrs. Nolan is a member of Division 44, of the L. A. to the O. R. C., and both have a host of friends who wish them many more years of happy wedded life.

Detroit, Mich.

A. M. W.

#### EDITOR RAILWAY CONDUCTOR:

I have just returned home from an extended visit in the state of Iowa and other points. I was very much disappointed that I did not reach St. Paul in time to meet our Grand President, Mrs. J. H. Moore, and to attend the School of Instruction there. However, my visit at Eagle Grove, Iowa, was an enjoyable one, where I attended the Ladies Auxiliary and had the pleasure of meeting my old friends. The first invitation was to a six o'clock dinner, given by the L. A. to O. R. C., in honor of Sister Mitchell, who was soon to leave for her

new home in Mason City, Iowa, and the ladies of the Division presented her with a souvenir spoon. Sister Mitchell has been a true and faithful worker, and is highly esteemed, and will be missed by all her friends at Eagle Grove. After dinner, Brother Hammond took twenty-three of we ladies to the theater.

The next to entertain was Sister Houston, out at the Houston farm at the city limits, where we were all made to feel at home and "treated as one of the family."

Sister Hammond gave a dinner; also Sister Yokam, which we enjoyed.

On November 30, a reception was held at the pleasant home of Brother and Sister Boylson, where all were royally entertained, both the O. R. C. and Ladies Auxiliary. About forty were present, and a five course



MRS. C. F. BACHELDER

Prosperity Division 49, North Battleford, Canada.

dinner was served by Sister. Boylson and other ladies of the Division. After dinner, Sister Bonner asked our attention, and, to my surprise, presented me with a beautiful spoon in behalf of Division 49, hand engraved, L. A. to O. R. C., and the little talk she gave brought back many happy memories of the past and showed the true sisterly spirit that dwells among our Ladies Auxiliary to the Order of Railway Conductors.

Prosperity Division 49 was organized February 28, 1894, by Grand President Mrs. J. H. Moore, with twenty-five charter members, and since that time all have worked in harmony together. Some have moved away to work with other Divisions and many new members have been taken in, filling their places, and the work

has been kept up with great interest. I am looking forward to the time when we may see the work progressing more in Canada. We are aware of the great opportunity that lies before us and we are endeavoring to bring our organization to that point where it can do efficient work for the L. A. to O. R. C. May God bless the Ladies Auxiliary that ever makes us true friends and better wives.

MRS. C. F. BACHELDER.  
North Battleford, Sask., Canada.

#### EDITOR RAILWAY CONDUCTOR:

As my term of office as correspondent expires this month, I shall send in my last letter and retire in favor of my successor, Sister Casky, who will take care of the reportorial part of the Division for 1909. Our Division is about to close one of the most successful administrations in its history. An administration of truth, justice and equality, presided over by one of the most consistent and conscientious sets of officers on record. Our retiring President, Sister Bonter, has shown herself to be the right woman in the right place; a lady of education and refinement, who is always found to be on the side of right and justice, regardless of criticism. It was a great disappointment to her many friends and a great loss to the Division when she declined to serve the coming year. Sister Bonter has perfected herself in the law and work of the Division and has been a faithful student of its teachings. The Division will also suffer a deep loss in the retirement of our faithful Secretary and Treasurer, Sister Grout, who has served in her burdensome office for eleven years. Sister Grout has never been found any place but at her desk on meeting day. Her books are in perfect condition, and in all the eleven years she has served, there has been but one criticism of her minutes. She has been an example of faithfulness and capability and her faithful service should inspire the new members to great ambitions. We have had some examples of unsisterly conduct and disregard for the oath of our obligations lately, and it is to be lamented that some members of the Division are so lacking in their principles and honor as to willfully forget that on their bended knees, in the presence of the Almighty God, they promised to do some things that they have failed to do, but as every one of us must answer for our own conduct in these affairs, the outcome will take care of itself.

Our retiring Vice-President, Sister Hayes, and our retiring Junior and Senior Sisters, Sister Myers and Sister Lumbard, respectively, have filled their offices with credit and were present at almost every meeting.

We have several prospective members for the near future, and it is even whispered around among a select few that we are to be honored (?) by a petition from a cer-

tain person of the opposite sex who has so busied himself with our Division and tried to perfect the work to such an extent that he has at last fastened himself upon a clause by means of which he hopes to reconstruct and twist around in such a manner as to make himself eligible. He has everything now but the secret work and pass-word and is just simply burning up with curiosity about those. This certain passenger conductor has spent various days pulling wires for our election of officers.

I will close, wishing the CONDUCTOR and its editor all the compliments of the season, and a very prosperous future.

MRS. CHAS. A. BOWMAN.  
Ft. Wayne, Ind.

#### EDITOR RAILWAY CONDUCTOR:

Greetings from St. Louis Division 11. We are nearing the close of the year 1908. This has been one of our most successful years, with Sister Coleman in the chair for the second term. With her grace and good judgment, she has promoted harmony and sisterly love, which is principally the secret of our success.

Our ball last Easter was a splendid success, for which all praise and credit is due to the good work of our committee. Sisters, we never know what we can do until we try. Our friendship quilt netted the Division quite a neat sum; it was afterwards sold for ten dollars, and the proceeds sent to the Railway Men's Home. Our rummage sale was an easy way of making money, after Sister Dumaw and Sister Coleman did the work. They got a horse and wagon, went from house to house collecting old clothes, furniture, etc., and on the day of the sale, they were confined to their houses with a severe cold.

On December 13, we will have a joint installation of officers of Division 3 and Auxiliary 11. The ladies will give a banquet. We have quite a few new members ready to start in the work for the new year. Sister Blaney, who has been under treatment in the hospital more or less for the past three months, is at home again and recovering rapidly. Our calling committee has been very faithful in calling on the sick as well as other more fortunate members of the Division.

St. Louis, Mo. MRS. G. B. NEWLAND.

#### EDITOR RAILWAY CONDUCTOR:

The November number of the Journal contains so many interesting letters that I am most awfully glad that I have another opportunity of writing from Oklahoma Division 181, before my official year expires. In the past three months so many eventful things have happened that I hardly know where to begin and end, in order to tell the most important things that would

interest the greatest number of people. For a woman correspondent to be limited to one letter every three months, makes it exceedingly trying on our "explosive talkative natures," and I already have a vague fear that I am going to make my letter unpardonably long, for it has been dreadfully long since I got to tell you other Division people that we are still alive and form a happy little band, laboring to achieve great things that will strengthen and benefit the Order. The stork has been kept busy, leaving twin girls at the home of Brother and Sister Connelly, a baby girl at the home of Brother and Sister Boushee, also another fine girl at the home of Brother and Sister Windling. Truly, we all have had many things to be thankful for this Thanksgiving, more especially these fond parents.

Many of our members have been prevented from attending Division meetings on account of sickness, but some are convalescent now, and I am in hopes are more enthusiastic over the work, and will be more faithful to attend. It seems that all who carefully read the good articles and encouraging letters in THE RAILWAY CONDUCTOR from our Sisters in other Divisions, would be inspired to devote more time to the advancement of the Order. While our attendance has not been very flattering, the "faithful few" have been busy preparing for a ball and banquet which will be given this month, and as usual, we expect to make it a great success socially and financially, for if there is any one thing these good western people love better than anything else, it's a ball and banquet.

MRS. WM. QUINCY ADAMS.  
Shawnee, Okla.

#### EDITOR RAILWAY CONDUCTOR:

Swastika Division 262 is up and doing. At our last meeting, we had election of officers, and as our old officers had made such a good showing, we thought we could not do without them the coming year, so they are our new as well as our old ones.

We have rented a splendid hall in the business section of the town, and all the Sisters are highly pleased with it.

The Brothers of 351 have invited us to join them in a joint installation and spread. We have accepted their kind invitation, and are looking forward with pleasure for the event.

Sister Mercer gave a social at her home on Thanksgiving Eve, and everybody certainly did have a nice time. There were several outside friends present, so we had quite a crowd. Every Sister took a package, and after music and refreshments, we had an auction sale. Brother Mercer sold the things, and he makes a fine auctioneer. All the packages were sold, and when opened they proved to be both useful and ornamental, but if anybody wants to know who

bought the rag doll, ask Brother Payne. We realized the neat little sum of eleven dollars, which goes to swell our treasury.

We have two candidates for admission the first of January, and I think more will be coming.

MRS. WILL WORKMAN.  
Portsmouth, Ohio.

#### EDITOR RAILWAY CONDUCTOR:

Since my last letter to the Journal, Division 79 held its School of Instruction, which was a great benefit and well attended.

Brother J. D. Scott gave a moonlight boat ride, which was enjoyed by all.

For the benefit of visiting Sisters, I will say we are now meeting in Odd Fellows hall on Clinton avenue, north, and would be pleased to have a call from any Sister visiting Rochester.

KITTIE L. CLEARY.  
Rochester, N. Y.

#### EDITOR RAILWAY CONDUCTOR:

At Toledo, Ohio, North America, there is a Ladies Auxiliary to the O. R. C. It is Division 6, and the banner Division, too. A correspondent is also located there. This Division is prospering and in good health.

In the past year much good has been accomplished by our enthusiastic Sisters. At present, every lady is interested in the success of a benefit party, given for a dear old lady and Sister. This is what makes the auxiliary "worth while," to make ourselves helpful in any service for the uplifting of humanity. We are worth to the world what we do for those in it, and by what we have *not* done, and for the withholding of love and charity, we are judged.

Let it not be said of us:

"I lived for myself, I thought of myself,  
For myself, and none beside.  
Just as if Jesus had never lived;  
As if he had never died."

There is so much we might do to help banish the care and brighten the way, if we would but radiate the sunshine we feel within us.

In the past twelve months many of our best loved have crossed the dark waters, and our hearts are heavy with sorrow, but we can only submit to His will, and say:

What Thou hast given, Thou canst take away.

All life flows from Thee alone.  
When Thou didst give it, it was Thine;  
When Thou didst take it, 'twas not mine.  
Thy will in all be done.

And now the dear old Yuletide will soon be with us again, with its peace on earth, good will toward men, with all its joys and faith and love. May the glad tidings of the new life, of the new joys and better things of earth and of the richest heritages of heaven be borne into your every heart and life and home.

Toledo, Ohio. MRS. EFFIE W. PRINCE.

**EDITOR RAILWAY CONDUCTOR:**

As my term is almost over as correspondent for City of Oaks Division 107, I will tell you of some of our doings for the past year. Our officers have been untiring in their attendance, and I wish I could say the same for all of the members. We have taken in a great many new members, and our treasury is in good condition, thanks to Golden Gate Division 364 in generously dividing the proceeds of the picnic we enjoyed during the past summer. Most of the conductors who direct the hundreds of trains on the Southern Pacific and Santa Fe roads which daily enter and leave the city, took a day off during the summer and

eagerly anticipated by the friends of the organization. The steamer "Bay City," of the Southern Pacific company's ferry service, was chartered for the occasion, and made two trips from the Broad Gauge Mole to the pleasure resort on the other side of the bay, carrying in all about 1,500 enthusiastic picnickers. The weather was delightful. The temperature was not warm under the rays of the sun, and permitted indulgence in the pleasures of the dance without a feeling of exhaustion. As a consequence, whenever the visitor went into the shadow of the "knarled oaks olden" on the hillside, which was open to the sun, or in the pavilion, one found young and old



**OFFICERS OF CITY OF OAKS DIVISION, L. A. to O. R. C., OAKLAND, CALIFORNIA**

Top row, left to right—Mrs. Johnson, Mrs. Goodwin, Mrs. Hughes, Mrs. Allen, Mrs. Goodman.  
Middle row, left to right—Mrs. Brown, Mrs. Ruggles, Mrs. Rourke, Mrs. Byers, Mrs. Dimons.  
Bottom row, left to right—Mrs. Moore, Mrs. Whitney, Mrs. McCarthy, Mrs. Partridge.

instead of punching tickets for the companies employing them, did the same kind of punching themselves. In other words, the members of Golden Gate Division 364, Order of Railway Conductors, gave an outing at El Campo, one of the pleasure resorts on the Bay of San Francisco, for the purpose of enjoying a little recreation themselves and affording the members of their families and friends an outing in the forest and sun-warmed hills of Martin county. This outing is an annual occurrence and is always an occasion of such pleasure that the recurrent anniversary is always

enjoying themselves to their heart's content. At the noon hour, hundreds of parties spread their table linen on the sward and upon the tables beneath the oaks and enjoyed, to the fullest extent, a dinner in the open air, which was sharpened by the appetite-bracing atmosphere of the mountain and the breeze from the ocean. The family characteristic prevailed in every instance and a more congenial gathering could not have been desired, nor indeed, found. Dancing commenced at an early hour and was continued almost uninterruptedly during the whole day. There were a few ath-

letic games, and for these latter, as also for fancy dancing, prizes were awarded. Shortly after the noon hour there was a short time devoted to oratory. Speeches were delivered by E. L. Bair, vice-chairman of the adjustment committee with the Southern Pacific, also the legislative representative of the organization at the state legislature, General Frederick Funston, and Sheriff Frank Barnett, of Alameda county, all of whose remarks were short and to the point. In leaving the pleasure grounds, the boat made the trips at 3:30 and 5:30 o'clock, and one and all voted the day a most enjoyable one. We also celebrated our anniversary during the year, opened and closed our meeting, practiced our floor work, and then adjourned to the banquet hall, which had been previously decorated for the occasion in the colors of our Order, and about thirty members sat down to enjoy the banquet. Sister Rose Hughes was toastmistress. She gave us a good talk on the merits of the Order. Speeches were also made by Sisters Ackerman, Burns and Allen, quite a number of charter members being present. After eating, talking and having a general good time, we still had loads of beautiful cakes left uncut. A birthday cake, made by Sister Johnson, not being cut, and not knowing what to do with it, Sister Whitney conceived the idea of auctioning it off, and climbing on a bench (just think how silly it must have looked to some of our members, but still it made lots of fun) the cake was sold to Sister Whitney for a dollar and a half. Three or four other cakes were also sold, the amount of money taken in being more than enough to pay for the turkey at our banquet. I could go on telling you of our enjoyments, but I am afraid that it would not be of interest to anybody except ourselves.

Oakland, Cal., MRS. OSCAR WHITNEY.

#### EDITOR RAILWAY CONDUCTOR:

As election of officers takes place at our next meeting, I present myself for the last time as correspondent of Binghamton Division 164, L. A. to O. R. C. We have had a pleasant and profitable year, having added seven or eight to our membership. We have held our little thimble parties around at the different homes, and all have enjoyed them very much.

I wish there might be some means devised to create more of an interest in the auxiliary work. The faithful few attend each meeting, and sometimes we get discouraged and wonder if it is worth while; then there will be a large attendance and we take new courage. There seems to be a lack of sympathy here between the O. R. C. Division and its auxiliary. Perhaps it is so everywhere, but it seems to me that much more could be accomplished for both if they worked more in unison, for, as I

understand it, that is our mission, to assist the Order of Railway Conductors.

We extend to any visiting Sister a cordial welcome to our meetings, and wish all our sister auxiliaries a prosperous and Happy New Year.

Mrs. A. C. SMITH.  
Binghamton, N. Y.

#### QUARTERLY REPORT

OF F. B. A. OF L. A. TO O. R. C. OF A.

October 1, 1908, to January 1, 1909.

No. of Insured Divisions, Oct. 1.....	181
No. of Insured Divisions dropped.....	2
No. of Insured Divisions, Jan. 1.....	179
Membership, Oct. 1.....	1855
No. of Policies Issued: Oct. 15, Nov. 10, Dec. 15, (Class A 34, Class B 6) ..	40
No. of Deaths.....	5
No. of Claims paid.....	7
No. of Policies dropped.....	9
Membership, Jan. 1.....	1881

#### RECEIPTS.

Balance on hand Oct. 1, 1908 .....	\$20,308.16
Assessments .....	2,891.25
Policies issued (40).....	30.00
Policies, changes in Beneficiaries .....	4.50
Supplies .....	8.75
Interest on bank deposit (6 months) .....	297.98
	<u>\$23,630.64</u>

#### PAYMENTS.

Expenses .....	\$ 160.78
Death Claims Paid.....	3,500.00
Cash in Bank Jan. 1.....	19,969.86
	<u>\$23,630.64</u>

#### SUMMARY OF CASH BALANCE

January 1, 1909.

Mortuary Fund.....	\$ 3,000.00
Expense Fund.....	1,000.00
Reserve Fund.....	15,969.86
	<u>\$19,969.86</u>

Insurance Secretaries please note No. 11, page 98, of the Constitution. A Happy New Year to all.

Mrs. W. N. DRAKE,  
Gen. Sec. and Treas.

#### EDITOR RAILWAY CONDUCTOR:

This being my first letter for this year, I will say that Afteryou Division 65 is still in the land of the living. During the warm summer months no meetings were held, but we were entertained at the homes of several of the Sisters. Sisters Ward and Foulke, Sisters McCarty and Boyle entertained at cards, after which dainty luncheons were served. Sister Dana entertained at an afternoon tea, which was greatly enjoyed by those who were fortunate enough to be able to attend.

After our meetings, we have had a social hour at which time two of the Sisters

served lunch, each taking turns, which helped to stimulate interest in our meetings.

I forgot to mention that ten of our members, including all the officers except one, attended the School of Instruction at Green Bay September 8, presided over by our Grand President, Sister Moore. We feel that we have profited much by the corrections and it has renewed our interest in the work. While there, we were entertained at a banquet by members of Green Bay Division 114. We would be glad to see any of the Sisters should they visit our city, and would try and return the favor which we owe them.

We were entertained at a banquet by the L. A. to the B. of L. E., held in their hall, after which a social hour was spent, and all left for their various homes feeling that they had spent a most enjoyable evening.

We have had a fairly good attendance at our meetings, but it might be better, Sisters, so all try and come out on meeting days, for we miss the absent ones. We have taken in one new member this year and hope to take in several the coming year.

There have been both joy and sorrow come to many of our members the past year, and we all look forward to a happy and prosperous New Year.

Fond du Lac, Wis. MRS. B. M. SIAS.

#### EDITOR RAILWAY CONDUCTOR:

Detroit Division 44 elected officers December 3, and with the exception of two or three, the stations for 1909 will be filled by new officers. It can be truly said of Mrs. J. N. Lovell, retiring President, that she has been able to command the respect and support due her from the Division the last two years in a commendable manner. Our new President, Mrs. George Lockard, though new in the office, has been a member of the Division for a long time, and with the love and hearty co-operation of the Sisters there is no reason why the interest and good fellowship should not continue.

The annual President and Past President's day and banquet took place October 1, it being one of the most successful in its history. Vice-President Mrs. Lillie B. Stephens opened the meeting with a graceful address of welcome, and complimented the members on the warm interest they have shown in the work in the past year. An excellent programme, made up of addresses, readings, recitations and speeches, was greatly enjoyed. The Fraternal Beneficiary Association was not forgotten by Mrs. Jossie Pattison, who gave an entertaining report and awakened in her hearers a warm interest in the subject. The afternoon came to a close all too soon, and as we departed for our homes the one great wish was that we meet one year hence with our circle unbroken.

On October 18, Mrs. John Fording entertained at her home our Grand President, Mrs. J. H. Moore, and in the evening treated her to a surprise by the members of Division 44 at the home of your humble scribe.

My sincere desire is that we enter upon another year's service and glorious opportunity to make it a record-breaker. Let each member try to secure a new member. Just think what it will mean to us. Give socials and get better acquainted with each other, for it is gatherings like these that loosen the heartstrings and unite us more closely in the bonds of sisterly love and affection. Let us cherish kindly feelings towards each other, and ever remember our motto, Charity, Truth and Friendship.

Detroit, Mich. MRS. FRANK HART.

#### EDITOR RAILWAY CONDUCTOR:

Well, Sisters, I don't think this will be in the December Journal, but I will be tickled to death if they see fit to publish it at all.

We had our School of Instruction, and were very much pleased to have so many conductors' wives visit us from other parts and Divisions, and glad to have some who did not belong to the Ladies Auxiliary, but hope they may be members before long. We also gave our annual "at home," and cleared a small sum for our treasury.

We are not getting any new members just at present, as every person is first thinking of Christmas and what they are going to get to eat that day, but I think we must get busy after New Years and do something.

Since writing my last letter, I am very sorry to say that death has visited one of our dear Sister's homes and called home one of her loved sons after a short illness. We all feel for her, and our sympathy goes out to her in her sorrow.

Now we will try to do better during the coming year, so with all good wishes for the New Year, I will close.

Toronto, Canada. CORRESPONDENT.

#### EDITOR RAILWAY CONDUCTOR:

It has been so long since you heard from Tinsman Division 206, I feel that you must give us a hearing. We are progressing nicely, meeting regularly and enjoying each meeting. Last month we had a little social affair that was greatly enjoyed by all attending. Our good President thought it would be a good idea to invite the locomotive firemen's wives to our hall for a social afternoon. They are a new auxiliary, meet in a hall just across the street from our hall, and upon the same afternoon, so a committee was appointed to take an invitation to them. They read the invitation, accepted, and the following meeting day,

November 11, they responded seventeen strong. The afternoon was spent in happy conversation and a guessing contest.

During the month of October we thought we would make a little money, so arranged for a bakery. All the Sisters gave liberally, and we had good pies, cakes, bread, etc., galore, and after a few hours' work we found we had made eleven dollars.

We expect a good attendance next meeting, as it is election of officers. We are always glad to see a goodly number out, as it swells our penny bank. We have a small iron bank, and each regular meeting we have a penny march, and each Sister deposits a penny or more, then when we have a sick member we rob our penny bank and send a bunch of flowers.

I hope our new correspondent will tell you oftener how well and happy Division 206 is.

LUCY NESTLEBUSH BRONSON.

Trenton, Mo.

#### EDITOR RAILWAY CONDUCTOR:

It has been some time since Division 36 has been represented in THE RAILWAY CONDUCTOR, and I feel it my duty to let other Divisions know what we are doing.

On May 10 we attended our School of Instruction in New York, there being five Divisions represented. The School was held under the auspices of Division 200 and was a success in every way. Mrs. J. H. Moore, our Grand President, was present, and conducted the School in a most pleasing and creditable manner, much to the satisfaction of those who were fortunate enough to attend. Sister Hutchinson, of Division 200, our District Deputy, was also present to assist our Grand President.

Our Division held a rummage sale, with most of our Sisters acting as salesladies. They all enjoyed it and it was a success.

Albany, N. Y. MRS. W. J. RANDALL.

#### EDITOR RAILWAY CONDUCTOR:

At our last meeting I was reminded that I owed one more letter before my term of office expires. Next meeting we have election of officers, and I hope they will put a more competent person in my place, as I am no Journal writer. I see by the November number we have some critics who read the Journal for what errors they may find and not for the good in it, but I am glad we have such a generous editor. Surely the one who signs cannot be a member of our Order.

"Who are to others' faults a little blind,  
And to their virtues ever kind."

In the past year we have taken in a few members, and hope to make a more prosperous one of the next.

Our Division was well represented at the School of Instruction, given in Salt Lake City in July, and I think none came away

sorry that they went, as our Grand President is such an artist at her work.

In October, one of our Sisters passed to the great beyond. The Lord has surely been good to us, as it is the first time our charter has been draped since it was placed on the wall thirteen years ago.

Sister Walker and daughter, of Division 150, came up to attend the funeral.

We were pleased to have with us at our last meeting a former member, Sister Parr, now of Division 84.

Not long since I saw a letter from Brother Munn, of Division 128, but it has been many a moon since I saw one from Division 31. Let us hear from you, Sisters.

We are all wondering what has become of Sister A. White, who moved to eastern Nebraska. We hear it on all sides, "Isn't it strange she does not write?"

Send a few cards, Sister White.

Ogden, Utah.

MRS. A. RINCKER.

#### EDITOR RAILWAY CONDUCTOR:

Better late than never, so here I am again for Prospect Division 30. Our Division is doing fine. On October 6, we went to the School of Instruction at Chicago, and we received great help from it, for our Grand President makes everything so plain. On November 17, we went to Chicago Junction, Ohio, to visit Myrtle Division 25. We were royally entertained, and we may want to go again, but not to do their work, for we would have liked to see them go through the work.

We have two sick members, Sisters Lightner and Heffner, but we hope for their speedy recovery.

Next meeting we have election, so I will say good-bye for 1908, and I know Prospect Division is glad, for then they will get a new correspondent. God be with you all until we meet in that other world.

Garrett, Ind.

MRS. J. WM. BROWN.

#### EDITOR RAILWAY CONDUCTOR:

At our first regular meeting in December we elected our officers for the coming year, and as "I lost my job," I must hurry to get one more letter in the dear old Journal. Some of the old officers were re-elected and a few new ones will replace the old. Sister Mary Rainsford was elected President, to succeed Sister Owens, who has been sick the greater part of the year, but at present is gaining, and we hope she will be with us again soon, for we miss her cheerful looks and words so much. From Sister Rainsford we expect great things, as she has been tried and found "not wanting."

We are having a good attendance and have hopes for some new members, as we have one candidate ready for initiation and some applications out.

We were greatly disappointed in not

having District Deputy Sister Ody with us in October, but hope to have the pleasure of meeting with her some time this winter.

We have had several nickel teas, which were very enjoyable as well as profitable.

The Division went in a body to call on Senior Sister Ida Cray not long ago, and surprised her so that for a little while she hardly knew what to say or do, but she soon regained her usual good, natural serenity and gave us all a hearty welcome and a grand good time was had by all. A beautiful salad dish was left as a remembrance of the visit.

At the instigation of Sister Hendricks, we are making a rag carpet for the benefit of the Division, which we are going to raffle off later on, and we expect to realize a nice little sum besides having lots of fun getting the rags ready.

Business is getting a little better on the several roads coming into Erie, so we are all planning a "Merry Christmas," which we unite in wishing all Brothers and Sisters, also the kind editor of the Journal, and adding to that a happy, thrice happy New Year to all.

MRS. JAMES COMERFORD.

Erie, Pa.



## The Rules of The Game.

BY THE REV. CHARLES STELZLE.

They have "studied the problems of slum-life,"  
(A venture which brought them renown),  
Though the blood and the sweat  
And the smells that they met,  
Drove them back to their homes uptown.

They were seized with a fainting sensation  
As they passed us in filth without name,  
But they thought that they knew  
What "the masses" pass through,  
In keeping the rules of the game.

Not a laugh did they hear on their journey—  
To smile has become a lost art.  
But they never drew near  
To help drive 'way a tear,  
Or to cheer up a dull aching heart.

Each soul that they met, as they lingered,  
Seemed damned to an eternal hell.  
But the aim of our strife,  
And our struggle in life,  
Is always to break from our cell.

If we're judged by their rules of the battle,  
Or tried by their rules of the game,  
We will ne'er win the fight  
By the power of our might,  
Nor be counted with those who o'ercame.

But the Great Referee of the Contest,  
Whose judgments ne'er come with a snap—  
For He knows the whole game,  
And He knows why we're lame—  
He'll give us a big handicap.

# FRATERNAL

This Department is a Forum in which the members can discuss matters of interest to our Order and its members. The editor does not assume responsibility for the ideas expressed by the correspondents to this Department. Personalities, intolerant expressions, detailed descriptions of entertainments or funerals, lists of committees, and matters of purely local interest can not be used. News and communications upon matters of general interest are cordially invited. Write on one side of paper only. No communication will appear unless the name of the author is furnished us. Communications for this Department should be in this office not later than the 15th of the month.

## EDITOR RAILWAY CONDUCTOR:

The election of officers in most of the Divisions of the Order of Railway Conductors will, no doubt, have been held before this letter reaches you. Bower City Division 113 made some changes in its roster of officials. Let us hope the Division will advance the same as it has in the past by the members that have been placed in charge. In order to do this they will have to attend meetings more regularly than they have been doing in the past, and we hope the incentive of placing them in their respective offices will have the desired effect, and with the regulars that always attend the meetings, we can figure on a large attendance which, in my contention, is the life of any Division.

Some of the Brothers who attended our meeting on November 24, said that they would not have missed that meeting under any consideration, and that they never knew that any Brother could get interested enough to lose sleep to attend the meetings. But will they, in the future, attend with the faithful few who have in the past kept together an organization built up by honest and sincere efforts, always on the firing line to take every opportunity possible to advance the membership and the organization with the times? Just look back on the happenings of the last year. How many Brothers have lost out when invested capital found that dividends were not forthcoming and as never before, those very same Brothers who never thought it necessary to attend meetings of the Order, were found looking for meeting places where they could make requests upon an organization that had protected them in the past. They were relying upon their own ability to pass safely through without help from the membership of this organization. How many have succeeded in their efforts?

If the matter was looked into carefully, the decision of the ordinary conductor would be that their efforts were as far from success as their attendance at Division meetings were. Good and verified authority backed up by facts and figures can be had of the same if requested, from either the chairman of the Council or the treasurer.

Brother Editor, I want to thank you for your write-up and honest remarks in the November issue of the CONDUCTOR for the Conductors' Council. I will say that every honest recommendation for the Council through the columns of the CONDUCTOR will be highly appreciated; also that we have procured positions for members of the Order in different parts of the country and have been just as successful as we have been in and around the vicinity of Chicago, which, you know, is somewhat of a railroad center. Since the organization of the Council in March, 1907, we have procured eighty-six positions for members of the Order, and several members of kindred organizations that some worthy member of our organization would recommend to us. We have looked after all the needy that came under our notice and relieved many a distressed member's family, and will say that I am in possession of many letters of thanks and appreciation from Brothers, their wives, their families, and different Divisions, whose members were looked after and taken care of by the Council. These efforts are what we obligated ourselves to do upon entering the Order. We procured transportation for members of the Order on all trunk lines entering Chicago, and I find, while looking over my records, there were just one hundred and forty-two requests made for same, for every one of which we received either free transportation or the customary half rate. We issued seventy-

eight letters of recommendation for Brothers who were in search of employment, and every one met with success, much to the credit of the Order.

We made application to two different railroads for rates on furniture for one of our members whom we wished to move to another state while we were helping him in his sickness and misfortune. We tried to make life as pleasant as possible for him. We made this application under the "Charity Act" but were not successful. The answer was that the Interstate Commerce Commission would not allow these movements under the law. But through the donations of the members behind the Council, the goods were sent to their destination. One more member was made to believe that there was charity among the members of his organization, even though we could not strike a chord of sympathy in the men who are appointed to some of the highest positions of trust in our nation by the supreme ruler of the only nation under the skies where each person is the equal and on a level with his neighbor. Some of us are born to rule and are members of destiny, but cannot all of us, in some way, show that we are here for a purpose and keep in touch and advance with other kindred organizations in the railway service?

Brother Newton's recommendation for representation in the Grand Division looks plausible, as regards the General Committees electing the delegates to represent them in the Grand Division. While I think it could be easily applied on large systems of railways, on smaller roads where they have no General Committees, how would they be represented? I have always held that the time for district representation would come after we had a permanent meeting place for the Grand Division. Now, while I do not want to make any recommendation that would deprive the conductor or his family of the pleasure of attending sessions of the Grand Division at different points in the states and territories, the subject has drifted down to a business proposition at the present time, pure and simple, and I hold that when we can get together and decide upon a permanent meeting place of sessions of the Grand Division, then we can decide as to representation therein.

I will have a few recommendations in the near future, which I hope will not be too lengthy for publication in the CONDUCTOR, and I think that everything relative to the Order in this vicinity is progressing smoothly, so far as reports received show.

Chicago, Ill.

F. D. SUGHRUA.

#### EDITOR RAILWAY CONDUCTOR:

I wish to say, through the columns of the CONDUCTOR, that I was a member of the Railway Conductors' Protective Association, Detroit, Mich., for eleven months, when I

lost my position with the Illinois Central railroad. I wish to say, for the benefit of Brothers who now have positions, take advantage of this opportunity for protection. I have this day received New York check for \$500 from Brother W. J. Ross for my claim in full; less than thirty days from time my claim was sent to Brother Ross.

Now, Brothers, don't be asleep when misfortune comes.

I think the Conductors' Protective Association one of the grandest on earth.

Newbern, Tenn.

J. N. HICKS.

#### EDITOR RAILWAY CONDUCTOR:

Railroad men, keep an eye on the Manufacturer's Association. Since the fore part of 1908 they have been fighting the railroads for the increasing of freight rates, and now they are going before the tariff committee of Congress and pleading for an enormously high tariff for the purpose of robbing the people by placing unreasonably high prices upon their products. This appears to be a case of hog combine. Why should this organization plead and gain their protection, and at the same time try to dictate what railroads shall do, when the roads are owned by millions of stockholders, and the consumer pays the freight bills. They are trying to force railroads' wages down and make the railroad men and their dependents pay more for their products. Is there any justice in that? Why should not the brotherhoods give battle to this organization and warn them that if they take the protection from the railroad men that we will retaliate by forcing their protection from them. My article on state and interstate legislative committees would be very good in this case if they never had another, for if that organization was muzzled, the railroads would not have any trouble to raise their rates. Notice what power this Manufacturers Association has. Combine business and raise prices (which the railroads have been prevented from doing), demand enormous protection at the expense of the consumer, and want to dictate what railroads shall do; advocating and asking the government to spend millions of dollars on an inland waterway for the purpose of creating competition with railroads, while railroads have to pay all their own expenses. It seems unfair for the government to assist transportation by water and not by land, while the latter is, and always will be, the greatest factor in building up the country. If they accomplish these things, what will they want to do next? I suppose they will force labor to a dollar per day or close up the mills until labor submits to their dictation. Some may say railroads are making money, paying interest and dividends. Yes, but how? By reduction of force, making no improvements, only what they are forced to do, and

only necessary repairs. How long can railroads be run on this plan? It is time to wake up, Brothers, for there is danger ahead. Some of these manufacturers pay their salesmen larger salaries than the railroad superintendents receive; compare the responsibility of the two, and what will be your decision on who is worth the most money? Such organizations as this one are doing more for socialism than anything else in this country. Why does not the same rule apply to manufacturers that applies to railroads as far as combination and fixing prices are concerned? Railroads are forced by public sentiment to spend millions of dollars to locate a station here, to protect a road crossing there, safety signals somewhere else; there are thousands of these cases, and all require large sums of money. There is not a town along a railroad but what is benefited, as they have to buy light and heat, increase the value of land, and pay taxes. Let us see if we cannot study up some plan whereby the yoke may be made easier for the business in which we are interested. In New Jersey, the railroad tax pays the public school expenses of the state. If the people want the railroads to do these things, they should allow them rates to do it with and improve their property.

W. W. GASKILL.

Camden, N. J.

#### EDITOR RAILWAY CONDUCTOR:

I presume the readers of the CONDUCTOR think there is no such Division of the O. R. C. as Oklahoma Division 476, but I wish to inform them there is such a Division, and it is located in one of the best cities of its age and size in the United States, and that is Oklahoma City, Okla. Division 476 is small in number of members, but we are struggling along the best we can, getting a new member now and then, and what we do get are A No. 1 men.

Business on all the lines out of this city is very good, and all regular men are making good time, and the extra men are doing very well. The heavy rains of last May and June, also considerable rain since then, has caused several work trains to be put on, which helps out in the way of giving the men employment. We have all done very well in the state of Oklahoma, regardless of the cry from a few whiskey heads that prohibition would kill all the business. And I wish to say that I cannot agree with Brother El Burlon on the drink question—I am from Missouri, and he must show me. Whiskey has been the downfall of many a good railroad man, and just for the reason they could not withstand the temptation when they got where it was. I say keep it out of the way, and I cannot see why any Brother would advocate placing the temptation before the Brothers.

I see the communications in the CONDUCTOR

are getting ripe in regard to district legislation. I believe I was one of the first who advocated district legislation, and I have not seen anything as yet that leads me to change my mind. I believe more and better legislation can be done with forty men than can be done with 500 men. No one president or chairman on earth can handle 500 delegates in any one room and keep order. I can see but one objection to district legislation, and that would be in the election of our grand officers. Some might say it would give a certain set of delegates a chance to elect their man for President, etc., and right here I wish to say that I do not approve of our President or our salaried officers being elected by delegates at Grand Division. I believe our President and probably all salaried officers should be elected by district vote of the members in good standing. I believe every member should have the right to cast his vote the same as he has for President of the United States. Now, some Brother is going to get up and say this could not be done, but I am here to say it can be done and done legally, and it would not be necessary for the members to be at any regular meeting to do this, and I hope to see the day it will come to this. I may be wild on this, but I believe we all have the right to express our opinions.

Now just a few words on the Home, or to help out the old conductor who is needy. I do not believe we all understand the matter alike. I never have thought that a Home was ever intended for any Brother, only he who had no home, or one worse than none, and I think that was the intention from the first. I think any right minded person would not expect a man to leave his home and family, as some seem to think. My idea has only been a Home for those who would prefer it instead of taking a certain allowance and remain where they pleased. But, Brothers, let us do the best we can for them, and probably the pension system would be the best for all. Of course, we all admit that a man who has been in railroad service for twenty-five to fifty years, with ordinary good luck, has taken care of his earnings, as he should have done, would need no help from any one. But the fact is, many have not done this, and no one knows this better than the old man himself who is now asking for help and is needy, and it don't make the old fellow feel any better towards mankind to have someone tell him what a fool he has been all his life, in every Journal he picks up, and I hope the younger generation of railroad men will do differently, but I venture to say he who lives twenty-five or fifty years from today will find railroad men more or less in the same condition as today. I saw something some time ago in the CONDUCTOR in which some Brother made

the statement that railroad companies, as a general thing, take care of their old, broken-down conductors by placing them in good, easy positions after they had to give up running a train. Now, in the first place, railroad companies do not have any very good easy positions that an old, broken-down conductor can fill, and if they do have and the general superintendent or general manager felt disposed to give it to the old conductor, it is not always the case they could do so, for there are times when

they give their old, worn-out conductors. I will mention one or two. They sometimes try the old man as a depot master. Now, we all know that outside of such cities as Kansas City, St. Louis, Chicago, and a few others, that a depot master is nothing more or less than a station policeman; he must be able to cope with all the drunks and thugs, be able to pick up a cripple or invalid bodily and carry them out of the waiting room into a train and vice versa (a good job for an old, broken-down conductor),



JOINT GENERAL ADJUSTMENT COMMITTEE OF THE SAN ANTONIO & ARANSAS PASS RY.

Top row, left to right—W. H. Tolbert, Div. 697, B. R. T.; J. A. Wilson, Div. 399, B. R. T.; E. C. McGill, Div. 275, O. R. C.; C. S. Brooks, Div. 275, O. R. C.

Bottom row, left to right—J. A. Burnett, Chairman, Div. 399, B. R. T.; A. F. Whitney, Vice Grand Master, B. R. T.; L. E. Sheppard, 1st Vice President, O. R. C.; W. H. Dimaline, Chm'n, Div. 275, O. R. C.

general superintendents' and general managers' hands are tied to a greater extent than the employes know anything about, and if you will show me an old conductor who is not physically able to run a train, and who has a good, easy, paying job, given him by his company, I will show you a conductor who got that job before he became unable to run a train and has had good luck and sense enough to hold the job. Of course, railroad companies have jobs that

and then they have a night watchman's job for him at some shop, where he must touch the button every fifteen minutes from 6 p. m. until 6 a. m., just to see if he is awake. But the right good job they always have for the old man is watching some public street crossing, twelve hours a day, in hot sun or ten degrees below zero, pacing across the tracks from one side of the street to the other, trying to keep some fool driver and his mule team from committing

suicide, and he (the old watchman) is generally the first man who gets run over and killed. O, yes, the old conductor is lucky to live long enough to get one of those jobs, but I will be honest enough to say that I believe there are many officials who would be only too pleased to give their old employes good, easy, paying positions if they had them to give, and at the same time many of them feel that they have furnished us work and paid us for it, and feel that they are under no obligations to us when we can't cut the mustard, so there you are.

Brothers, I note that some of you have considerable to say on the paid chairman. Some seem to think it is a needless expense. I do not think so, for I believe a paid chairman on any large system has its effect in more ways than one, but one thing, we expect too much of the paid chairman. Some expect impossibilities of him, and if he don't take up every little imaginary grievance at once without first investigating it, then there is a kick coming. In the first place, we should all try to avoid having a grievance, and a general chairman should be careful and know he has a good case before taking up official time by presenting the grievance. Railroad men, as a general thing, have too many imaginary grievances, and many grievances could be adjusted at their own home headquarters if they would go at it in the right way. But I say, for several reasons, keep the paid chairman, and my assessments to pay him go without a murmur.

I wish to say a word for our official staff on the M. K. & T. system, and that is, we have one of the best in the country, from the trainmasters to the president, and I believe they have the confidence of all the employes.

I take considerable interest in reading the letters from the ladies, and in fact from all the correspondents, but I do not expect to see much more poetry in the CONDUCTOR after that class of writers got such a jolt as they did from Livingston, Mont. No doubt that correspondent will see a few comments on that letter in the next CONDUCTOR.

Now, Brothers, who are old-timers, why do you not write something for the CONDUCTOR, detailing some of your experiences in early days of railroading. I think it would surprise some of our young men of today to hear about the old wood burners, arm-strong brakes, link and pin, and even three-link couplings, and still there are a few of us in the harness who used all those things and would like to see the brakies of today try to use what we did in those days.

There are many changes in our laws that should be made at the next Grand Convention, and I will speak later on about them.

L. W. WELCH.

Oklahoma City, Okla.

#### EDITOR RAILWAY CONDUCTOR:

Americus Division 538 was organized August 30, 1908, with twenty-nine charter members, by Brother A. N. Kendrick, deputy of Macon Division 123, assisted by Brothers G. M. Bragg, A. W. Staley, R. Flaurney, S. R. Johnson, of Division 123, Brother E. L. Gary, of Division 313, and the veteran conductor, Brother G. W. Evans, of Atlanta Division 180. Brothers Kendrick and Evans are live enough old-timers and true and loyal O. R. C. men. Division 538 is moving along nicely and we are glad to have a Division in the middle of our runs so all the boys can attend occasionally. We have a much better attendance perhaps than some larger Divisions. Only one or two of the Brothers have been in town on our meeting days without attending. We have about thirty-five members now, and a few more in sight. Our election of officers, held on November 22, was well attended.

There is a question we wish to give a little space in this, our first attempt at writing for print. Of course, conditions are different in the north and west to what they are in the south. It is the case here that a great many conductors are being made every busy reason, and a great many are promoted who have not had sufficient experience to make good conductors. The result is, we are not as well paid as we should be, and a great many are in search of employment. If we could influence legislation, such as would not be of the hostile kind, as has been of recent years, towards the railroad companies, and would make it compulsory that a man should have a given number of years' experience as a brakeman before being allowed to run a train, it seems to me it would be beneficial to both the conductors and the railroad companies. We, of course, would gain in compensation for our services, and in the fact that we would have some assurance of holding our positions. There are those of us who have worked long and hard to gain our positions and yet have no assurance of holding on for any length of time. The responsibility of the conductor is being increased more and more every day. The railroad company would gain and be profited by this in improvement and efficiency in the service. If such a law were passed and made national, a man going into the service would do so with the full knowledge before him that he would have to serve, say three or four years as a brakeman before he could expect anything at all. Then he would appreciate his position and give his employer and his Order the very best service at his command. We would be glad, indeed, to hear from others on this subject. The editor might make some comment that would throw considerable light on this for us. There is a law that requires

a man to have four years' actual experience before being allowed to run an engine, why not apply the same rule to the conductor? His responsibility is just as great as that of his engineer, and if anything, greater, and why is it necessary, or where is the justice for the engineer to receive from fifty to seventy-five per cent more pay than his conductor, and have the protection of a law to give some assurance of holding his position, which his conductor cannot have and enjoy? I cannot see it. Let us get this before the next session of the Grand Division and see what we can do.

Some of the Brothers think every two years is too often to hold the Grand Division. I do not think so; for if we can get the matter above referred to before the next session and get it through the national Congress successfully, we will all be well paid for the trouble and expense of several sessions yet to come. Let us hear from the Brothers in different parts of the country on this subject. E. PLURIBUS UNUM.

Americus, Ga.

#### EDITOR RAILWAY CONDUCTOR:

I was very much amused at the last issue of the CONDUCTOR and its write-ups on different subjects. The editorial on the "Council" and the letter of Brother F. D. Sughrua on the same subject, I would like every Brother of the Order to read. Division 41 has withdrawn from the Council. To Brothers C. A. Pinney and F. D. Sughrua should be given all credit for the success of the Council. Now I want to say very plainly to the delegates of the coming convention, it is up to you to make this Council a further success and make it national. (Brother Editor, no personal sarcastic reflection on you or the present administration.) If the employment bureau idea is right, and I claim it is right and a good thing for the *poor rank and file*, and Brothers Pinney and Sughrua, with a few others whom I can mention, have proven conclusively by results obtained that it is right, then let us consider why the Cedar Rapids plan failed. Brother Editor says it was under the immediate charge of the Grand Chief Conductor. He certainly, if he cares to, can say why it was a failure. Now the individual efforts of two noble Brothers, with love of fellow man and the Order in their hearts and a paltry \$200 from four Divisions of the Order, have given the poor rank and file a very conservative money consideration of at least \$10,000 in the past year. What consideration could be given to have over 500 more Divisions contribute to it. Brother Welch calls Brothers Pinney and Sughrua the Chicago "Easy Marks." Brother Welch, about 800 O. R. C. men here in Chicago call them "God's Noble, Kind-Hearted Men." Now a word to the delegates: These Brothers have proven to you conclusively that a bureau is

a success, now appropriate enough out of the General Fund of the Order to finance these Councils through to success. The delegate for Division 1 can be appealed to to explain any details you may wish to be enlightened upon. Division 1 practically financed a big share for the Council the past year, and it ought to be re-imbursed by the Grand Division for the expense incurred by sending her Chief Conductor to Washington, D. C., to save us our privileges of transportation. We hope to see our delegate get the Division re-imbursed by the Grand Division for what should be born by the Order at large and not by one Division alone. We have a hen setting on \$750, and are looking forward to a bright, prosperous year. We want to see the Order make such strides in the coming years that you will feel prouder of it than ever. We certainly look to see it given greater recognition than the most sanguine ever expected. You knockers, throw your hammers ten miles out in the lake and let the waves and their roar be the audience of your boisterous kicks.

Many thanks to Brother Newton, of Buffalo, N. Y. I think you have started Brother Petty, of Kansas City, right.

The district representation idea is the proper one. This pleasure, clam bake, blue fish dinner, sight-seeing trip called attending Grand Division might be considered proper under the ante-Rochester platform, but under the present platform, backed by a million and a half dollars, business plans must be devised and carried out. I do not know but an increase of administration officers (our Council idea anticipates some), elected by the Grand Division, is necessary to help carry on the work of the Order. There are several more ideas in reference to the good of the Order that I will spring in my next.

I would like to have Uncle Billy answer this question. Billy—name your price, I do not expect any Brother to work for nothing—what appropriation will be sufficient for you (meaning yourself and other Brothers in your locality) to operate a Council in Kansas City? Brother Newton, answer as to Buffalo. When I see the results of pleasure and happiness given by the Chicago Council, the idea must be carried out nationally, and I am willing to see the Grand Division donate the interest on the \$200,000 Protective Fund to run this bureau. Put it under supervisory control of the Grand Division or its administration, but foster and urge the idea and let the delegates to Boston do something; let them feed their gray matter with all kinds of sea fish and see if they cannot do something for the *rank and file* of the O. R. C. in proportion to what two Brothers and their assistants, called the Chicago Council, did in old 1908.

"MURAT."

Chicago, Ill.

## EDITOR RAILWAY CONDUCTOR:

The following donations have been received at the Home for the month of December:

O. R. C. DIVISIONS.			
40.....	\$ 25.00	225.....	\$ 5.00
44.....	25.00	227.....	12.00
67.....	12.00	244.....	12.00
68.....	10.00	282.....	12.00
76.....	12.00	287.....	21.81
77.....	15.00	307.....	10.00
83.....	12.00	339.....	12.00
90.....	6.00	354.....	5.00
99.....	10.00	381.....	10.00
161.....	15.00	478.....	12.50
188.....	5.00		
TOTAL.....\$250.31			

L. A. C. DIVISIONS.			
2.....	\$ 5.00	107.....	\$ 5.00
15.....	12.00	164.....	5.00
44.....	5.00	179.....	5.00
51.....	5.00	183.....	5.00
59.....	10.00	188.....	10.00
73.....	5.00	195.....	5.00
81.....	5.00	199.....	3.30
84.....	5.00	206.....	5.00
90.....	2.00	224.....	1.50
96.....	5.00	244.....	2.70
101.....	5.00	260.....	15.00
TOTAL.....\$126.50			

## SUMMARY.

O. R. C. Divisions.....	\$ 250.31
B. R. T. Lodges.....	758.75
B. L. E. Divisions.....	504.70
B. L. F. & E. Lodges.....	207.00
L. A. C. Divisions.....	126.50
L. A. T. Lodges.....	186.25
G. I. A. Divisions.....	224.95
L. S. to F. Lodges.....	27.00
James Costello, No. 270, O. R. C....	1.00
Alfred S. Lunt, No. 456, B. R. T....	1.00
A. I. Kauffman, No. 381, B. L. F. & E.....	1.00
F. S. Barnes, No. 28, B. R. T.....	1.00
C. & N. W. Conductors' Room, Wells St. Depot.....	3.40
James Walker, No. 788, B. R. T....	5.00
J. C. Fletcher, No. 399, B. L. F. & E.....	1.00
Gel F. LaChance, No. 10, B. L. E....	1.50
J. M. Brickhouse, Little Rock, Ark.	2.00
Proceeds of a Raffle given by Lodge No. 529, B. R. T., by C. Booton	145.00
Proceeds of an excursion given by Chicago Lodge and Divisions, August 16th, by Frank Larrabee.	63.50
Patrick O'Brien, No. 74, B. R. T....	1.00
Angus Davison Everett, Washington	1.00
Angus Menish, No. 33, B. L. E.....	1.00
From members of No. 726, B. R. T.	6.55
E. J. Mahoney, No. 197, B. R. T....	1.00
W. N. Doak, No. 533, B. R. T.....	1.00
H. J. Wathall, No. 65, B. R. T.....	1.00

J. McQuaid, No. 39, B. L. F. & E....	1.00
J. J. Collins, No. 62, B. R. T.....	1.00
G. T. Raleigh, No. 62, B. R. T.....	1.00
J. J. Nevin, No. 62, B. R. T.....	1.00
C. E. Lee, No. 62, B. R. T.....	1.00
John Connors, No. 569, B. R. T....	1.00
H. A. Veith, No. 479, B. R. T.....	1.00
Proceeds of Coin Cards.....	5.50

TOTAL .....\$2,544.91

## MISCELLANEOUS.

One box of canned goods from No. 50, L. A. T.	
One quilt from No. 382, G. I. A.	
Two quilts from No. 367, L. A. T.	
One box of canned goods from No. 128, L. A. T.	
One quilt from No. 149, G. I. A.	
Box of cigars from A. E. King, G. S. & T.	
Box of cigars from W. C. Hatley, Highland Park, Ill.	
Two boxes of cigars and two gallons of home-made wine from C. & N. W. conductors, brakemen, engineers and firemen.	
Two boxes of cigars from M. J. Condon, No. 83, O. R. C.	
One quilt from No. 152, L. S. to F.	
Respectfully submitted,	
JOHN O'KEEFE,	
Highland Park, Ill.	Sec. & Treas.

## EDITOR RAILWAY CONDUCTOR:

I failed to land the plum of a paid expense recreation trip to Beantown as delegate, though the boys did give me the "booby," sometimes called consolation prize, of alternate. As I was designated as one of the Division's correspondents, my confrere being Brother F. H. (Klondike) Cronkrite, you are the only medium left me through which to be heard, therefore prepare both yourself and the good members who read for the consequences; that is, if you allow my vaporings to appear at all, and by the way, us fellows at some distance are rather at a disadvantage on account of your rule of the arriving time of the 15th, as we do not get our CONDUCTOR until about the 18th, and by the time we answer the other fellow he has forgotten all about it, or we have forgotten to remember his side of the situation, but I suppose this is one of "the ills than cannot be cured, etc."

Now to my present purpose: I have no idea that it will be at all popular, or stand a ghost of a show of getting into effect, but as there is apparently a well defined and generally admitted thought that our Grand Division meetings cost too much, and various ways and means have been proposed to remedy the matter, and thus far nothing proposed has met with any considerable degree of support or even unanimity of opinion, I would like the membership at large, and the delegates in particular, as well as the officers and committees of our Grand

Division, to carefully consider if it would not be wise to go back to our former plan of each Division paying its own representative, and if any Division is too small or in any way unable to send a delegate (and I think a number of them would be), the desired end would at least be greatly assisted and no one the loser, for it goes without saying that if there was any real reason for any Division sending a representative, they would do so and not count the cost; besides, if there were reason for it, several of these weak Divisions could club together and apportion the cost pro rata, of course, to be legally provided for.

Not at all wishing to criticize, it has always seemed to me that tenable argument was wanting for the present plan. It is conceded that extra expense and an unwieldy body is the result of it, besides time consumed with no adequate betterment, so why continue to send not only an unnecessary number of delegates, but so many as to actually obstruct the transaction of business simply to gratify one man from each Division? And further, why force the larger Divisions to pay for votes that possibly would be cast against their own interests? It is not just or right.

This may be argued as retrograde movement, but I say in all kindness, that this is an argument against an experiment that has proven faulty, and if no other, no better, or more practical and satisfactory plan is presented, why not go back? I thoroughly believe, and there are many others who believe it, too, that the plan that spends what it now costs us to get the results obtained, even if it does give a biennial excursion trip to five hundred sixty odd members, is too much of a good thing, and it is high time that this money was put to another and a better use and except some more feasible and practical business plan can be put in operation, by all means let us try the old way again and see whether it would not reduce expenses, as well as give really better results. Just stop and think for a minute; on the basis of cost of the last Grand Division and the added new Divisions, the Boston clam and bean bake will cost approximately \$80,000. And why? Simply to follow an old rut and give an excursion to some "good fellows."

Now all howl at once, please. The truth hurts, does it not?

One other small item: A law that is impractical ought not to exist. Section 79, or at least a part of it, ought to be "cut out." Who of you ever heard of its enforcement? And why should it be? A member is a member, and *should always* be entitled to all assistance possible if deserving, and that old saying about watering horses is here applicable. You can not force attendance in that any more than in any other way. If a man has not his own

and the interest of his associates at heart, he will not come, and if he should, what good does it do? Try some other plan, Brothers, and now, you fellows who were lucky and thereby elected to go to Boston, get to thinking about some live issues—something that will help those who are elected to stay at home and help pay for your trip. Put some money in the Order treasury and your pockets at the same time. Earn your picnic.

For one, I would like to join the Chicago Educational Mutual Interest Association.  
Denver, Colo. F. D. ELLIOTT.

#### EDITOR RAILWAY CONDUCTOR:

I am not feeling any too good this evening, but feel as though I must write a few words to the CONDUCTOR in accordance with the promise that I have made to my Brothers as to keeping Division 180 before the people. They all feel as I do—that all good, prosperous Divisions should be represented in our valuable Journal.

We have just ended the old year, and it has been one of many ups and downs. While we might say it was prosperous, we could have done more for the good of the Order and for our good members than we have, and we expect to put our shoulder to the wheel and push the good work foremost this new year, to where every one shall feel proud of the fact that he belongs to a band of Brothers who expect to lift him up morally and socially as well as religiously. We are fast gaining the good will and respect of the better classes of people than that which was once put before us, "You are just a railroad man, that's all." Some of the best people we have now are railroad people, stand in the best society, and move among the best citizens of the community. We feel proud to tell you that we are building up.

Now I want to say something about the joint installation of officers which occurred at our hall December 27. This meeting has been the whole topic of conversation among our members and friends for the past two or three weeks. This joint installation consisted of Divisions 180, 457, and Golden Rod Division 43, Ladies Auxiliary. I don't know just what the attendance was, but at any rate, the hall was full of conductors, their families and friends. The meeting was called to order by the chairman and opened with prayer by Brother C. W. Mangum. Then followed the installation of officers of the two Divisions, 180 and 457, presided over by Brother D. M. Vining, installing officer, which was done with credit to himself as well as to Division 180. Brother Vining has a clear and distinct voice and was listened to with pleasure and praise. After our installation, the ladies proceeded to install their officers, with Sister J. G. Garwood as installing officer.

This was the first opportunity some of our members ever had to witness the installation ceremony of the Ladies Auxiliary. And I want to say that they stand at the head of their class when it comes to performing solemn ceremonies of this kind. The arrangements they had were carried out to the letter, and they captured the crowd completely. Sister Stephens acted as marshal and she certainly knows just how to march those ladies around to their respective places. No question but that this meeting was one of the best and most pleasant installation ceremonies that the Atlanta Divisions have ever had, and the officers in all of the respective Divisions expect to do all in their power to make this new year one of prosperity and happiness to all members and their families.

Division 180 rejoices over the fact that Brother Patten, our Chief Conductor, was re-elected and installed for another year. He is a congenial, fine looking gentleman, and has an appearance more like that of a United States senator than that of a conductor.

Several visiting Brothers from other Divisions were noticed among us at this meeting. Among them was Brother W. T. Capeheart, of Division 148, Chattanooga, who made a very interesting address. He is general yardmaster for the N. C. & St. L. Ry. at Chattanooga.

Before closing, I must say a word of praise to the committee of arrangement for the manner in which they so beautifully arranged the program, and especially the eating end of it. After all the work was finished, a committee composed of twenty-five gentlemen and a similar number of ladies donned their aprons and armed each with a waiter, proceeded to feed the crowd.

I only hope that other Divisions all over the country enjoyed their installations equally as well as did the conductors, their families and friends, of Atlanta. It shall long be remembered by all the good railroad people of Atlanta and vicinity.

Atlanta, Ga. H. C. WILLIAMS.

#### EDITOR RAILWAY CONDUCTOR:

The President of our Order, in his wisdom (?), deputized me to organize two new members of the family in Mexico, Division 526 at Torreon, Mexico, and Division 540 at Guadalajara, the first named on November 8, and the other on November 12. I left here on the evening of the 6th and arrived in Torreon on the evening of the 7th. A delegation met me at the train and caught me before I could escape (and I did not want to escape); there were Brothers C. F. Murray, J. H. Thompson, J. McCarty and several more, and they assured me that this was not an unusual thing for them to do; that they always met their Brothers when they knew they were to visit

Torreon on any Order business, if they were informed of their coming in advance, as they had been regarding me. Brother Murray told me later they had concluded to tell me that for fear I would get it in my head that I was of too much importance; also so my head would not do any of the swelling which might have been the case had too much honor been shown me. That is all right, Brothers, I assure you I consider it an honor to have had the pleasure of organizing your new Division.

I organized Torreon Division 526 November 8, with twenty-seven charter members, and I know no better set of Order men than there is in Torreon; but then, all of our Brothers in Mexico are old-timers and thoroughbreds, and you will see the new Division in our directory from this time on; may it always stay in there and continue to shed its light far, far away on the rail.

Brother Pairis, Secretary and Treasurer of Division 436, Chihuahua, and Brother Gleason, of Division 428, Monclova, Mexico, were visitors, and gave us good help, for which we thank these Brothers and their Divisions.

I left Torreon on the morning of the 9th for Guadalajara, to organize Division 540 in that beautiful city. My wife had been up in one corner of "God's country" on a short visit (I mean Texas, but I wish you all to know that is the biggest corner of any one corner in "God's country"), so I had company on the long journey to Guadalajara. I had notified these Brothers I would arrive there the 11th, but I got in a day ahead and surprised them. Brother Scott Wallace was the only one who knew I was on earth (in Guadalajara) till I had been in town for twenty-four hours and we had enjoyed ourselves riding on electric street cars all over the surrounding country (great things, those electric cars; we don't know what they are in San Luis Potosi), but the next morning it just seemed as though every conductor on the Guadalajara division was in, and they all got busy at once and kept us busy for the remainder of the time we were in the city. Brother Cart and his estimable wife took us into their arms (house for dinner, same thing), renewed old friendships with Brother Cornforth and our old-time friends, all of them; also Mr. R. March, now of the Jalisco Times, an old-time dispatcher and railroad man, and a very warm old friend; we had a very pleasant visit with him.

I organized Division 540 on the evening of the 12th with twenty-seven charter members. After organizing the Division and installing the officers, a fine banquet was served in the rooms of Brother A. W. Earnest. All enjoyed themselves hugely and wanted to dance after the banquet, but they overlooked the one thing necessary for

a ball, the ladies, so we had to be content with what we could eat. But I was told they would have the ball later and I am to receive invitation No. 1. We had one of the best and happiest times of our experience in both Torreon and Guadalajara with these old-time Brothers and friends.

Both of these new Divisions are starting out with brilliant prospects of making good in all things, and I am sure they will all be proud of their places in our great family of Divisions always, and I am also sure we will all welcome them with open arms, warm hearts and helping hands.

In conclusion, I promised the Brothers of both Divisions, Torreon 526 and Guadalajara, I would write up this visit in the fraternal columns of the CONDUCTOR and tell how I found them. There aren't enough words in the English language (that I am familiar with) to tell all the good things I would like to tell about them both. I do not care to write for publication, but I have done my best to keep my promise to you. You will have a hard struggle for the first year, but just keep traveling along, remembering always our grand motto, Fidelity, Justice and Charity in Perpetual Friendship, and you will pull through with them all right (if all pay their dues and assessments promptly). Now, Brothers, I will bid you adios, and when you come my way, call on me and shake hands, if nothing more.

Business in Mexico is still slow, but we look for it to be better after the first of the year.

W. H. SIMPSON.

San Luis Potosi, Mexico.

#### EDITOR RAILWAY CONDUCTOR:

It has been some time since Division 504 has been heard from through the CONDUCTOR, and as I have been elected correspondent for the ensuing year, I will endeavor, in my humble way, to fulfill my promise. On November 22, Monroe Division 504 held its annual election of officers. Too much praise cannot be given to the officers for the efficient manner in which the business of this Division has been transacted during the year 1908. As I do not wish to take up the room in our columns, will say that we have nearly the same officers as in 1908. The report required from Secretaries at this meeting showed our Division in good shape in every respect. After the election of officers, there was a rush to the Gloster hotel where all the good things to eat were partaken of by all. Our superintendent, Mr. W. A. Gore, joined with us at this point and gave us a very interesting talk. Our Chief Conductor and several members also made some very interesting remarks.

Brothers, let us all look to the supreme guide during the year 1909 that we may be kept from the snares of our enemy; give no

false signals, run into no fatal slides or washouts, keep a bright light in the dark tunnels, inspect the emergency brakes, and be on the lookout for any fatal obstruction which may wreck our train. MACK.

Chester, S. C.

#### EDITOR RAILWAY CONDUCTOR:

At the last meeting of Division 184, I was elected correspondent for the ensuing year. Why this was done, I cannot tell. I am a great dreamer of good things, but in my fondest dreams I have never dreamed that I would make a correspondent. Possibly some of our Brothers, who are close observers of human nature, think they have discovered a spark of good in their humble servant. I have always felt that there was some good somewhere in this old lump of clay and have many a time tried to bring it to the surface, but have utterly failed. But now, since my good Brothers have discovered that there really is a little bit of good in me, I will keep pounding away and try, in my humble way, to bring the good more to the surface where it may be more visible in the future than it has been in the past.

Brothers, I am just learning to walk (write), and if I make a mistake, come at me slowly, for that is the road I travel on. It makes no difference down here how slow you are, or if you come in late, just so you make it in two times eight. I say our road is slow, yet permit me to say that it is sure; long trains, sixty cars or more, good engines, and if the thermometer points north it is sixty and if it points south it is more. Our chief dispatcher eats, drinks, and sleeps by the thermometer down here, and any change in it is likely to make a change in our tonnage, so you see we always have our tonnage (all we can pull), and never ask how many cars we get, for that is an insult to the general yardmaster—just couple on and dig out.

Our business has picked up considerable and several crews have been added, giving work and smiles to many of the boys who have been laid off through the depression of business. We have several good O. R. C. men carrying the wrench now, but if business continues to pick up it won't be long before they will be conning the bills again. We can see the boys gathering around in groups, discussing the outlook of business, hoping in a few days to get a call to arms. We have a good lot of sober and industrious men on the old C. & O., one of the most reliable roads in the country, men who are always ready when called, men who were made right here on this road, and they have no roaming disposition, not even enough to roam around to their Division on meeting days. Brothers, we like to see you devoted to your families and your contented disposition, but don't forget from

whence all your protections come (the Division room), and come around and let us see if that face of yours is not all aglow with smiles at the prospects of four more years of prosperity. Come! We would be DELIGHTED to see you and will give you a hearty hand-shake and the best seats in the hall; we will tell you what has been going on during the year, now rapidly slipping away. Don't stand around and tell your troubles to the (sand house committee) world; come and tell them in your Division, let them be good or bad, and we will help you out—not out of the Division, but out of your troubles. Did you ever feel just like you were down and out and did not have a friend on earth, and about that time fall into some good old-time gospel meeting where everyone felt good and happy? You would come out feeling like a new man with new life, new resolutions, your heart would be filled with love, and you would then see how it is possible for a man to love his neighbor as himself. Well, this is just the way you will feel if you will come around on meeting days and join us in our devotion to our noble Order. Come; we need you, we need your presence, we need your advice, we need you in many other ways; we need you with us that we may sit down and spend a few hours adjusting our business matters, and then we will go over our past life and see if we can't help one another to a higher life—a life that will be commendable to the world. Brothers, if things don't go to suit me, I get my calendar and see what date my Division meets, and I am there to make an effort to adjust my troubles. We should not stay away and tell our troubles and how we have been treated to the world. No, that weakens your cause. Come and be one in our midst, and we will help you and see that you get what is coming to you. I will say, for the benefit of some of our members who never attend our Division, unless they have an ax to grind or some personal matters to adjust, that Division 184 is still numbered among the living, and in most cases have a quorum on meeting days. Last meeting day was election of officers for the ensuing year, and some of you boys whom we hardly ever see in the Division room were elected to office. Now come out and fill your office and help us fight the battle of life.

The time is rapidly approaching when we all will be getting down the old record book of what has happened and how much good we have done during the past year, brushing the dust off and turning over a new leaf for a new year's record—a new leaf, spotless and pure, not a mark on it. Brothers, what shall the headlines be? May God help us all to say this right at the top of the page and keep it before us for three hundred and sixty-five days. God

help me to be a better man, a better father, a better husband, a better neighbor, a better O. R. C. man, and help us that our light may not cease to shine forth among railroad men during the life of the coming year. Put it down and, in good faith, God will help you to be a better man and cast all those old wretched feelings of discontent far from you.

Our business has been very irregular during the past year, necessitating the cutting of crews at times, then it would pick up and a few crews be put back on. This kept our worthy chairman busy looking after the interests of the men to see that there were not too many crews added so that the men could not make their limit per month. Of course we have some good O. R. C. men who would be cut out for the time being, and, strange to say, these men became somewhat offended because they were cut off and said real hard things about the chairman, not thinking for a moment that it was their own fault that they did not commence railroading a little sooner. Our chairman is a good one, dealing justice to all and showing partiality to none, hewing to the line and letting the chips fall where they belong. Keep shouting, Brother Penn, no harm shall befall you so long as you are in the right.

H. A. CALLAHAN.

Clifton Forge, Va.

#### EDITOR RAILWAY CONDUCTOR:

Nothing has been heard from Mt. Tacoma Division 249 within my memory, and while myself as well as others have made unkind remarks about the ability or industry of our correspondent, my remarks were confined to that time previous to the election of the present incumbent, an honor entirely unsought. My regime as scribe commenced at our last annual meeting, November 22, a meeting I try to never miss or let my wife miss, either. While the Division was closing up the business of the past year and preparing for the coming one, the ladies were preparing a royal banquet where we gathered after the new officers were elected, and did justice to the results of their labors. Or may be it was an injustice, for the way we went for those good things looked as if each one of us had just come over the mountain with a drag, sixteen hours on duty and nothing to eat between terminals. Brother Ed. Hughes, chairman of our general grievance committee, was present, and he had a drag appetite, too, or may be he had to come to Tacoma to get filled up. Brother Tieman, Chief Conductor of Seattle Division 350, was also with us and gave us all a cordial invitation to visit Division 350 and bring our wives.

From present indications, it seems that Tacoma will be quite important as a railroad center in the near future. The C. M. & St. P. has completed its line as far as

the city limits and has track laid across the Puyallup river and is now working on terminals in the city.

The Union Pacific is working this way from the south, and it is reported that the Great Northern will soon run trains in from Seattle on joint track with the Northern Pacific.

Business on the Northern Pacific is not quite so good as it has been for the last few months and some of our conductors are braking, and the board shows a long list of brakemen laying off or extra.

Tacoma, Wash. P. S. HERBERT.

### Prophecy.

Before the sultry days of summer,

In nineteen hundred nine,

Teddy goes a-hunting,

Is waiting for the time.

Before he leaves the country,

He'll see Billy T. in the chair,

And tell him to get busy,

As labor put him there.

Will say, do not value man

By what he owns of earth;

The honest man today

Is the only man of worth—

No price will ever buy

The peace he represents.

Then let our nation see

You are its President.

When in the wild beast chase,

For lion, coon or bear,

This thought will come to me:

You'll surely fill the chair.

Problems will come before you;

The right you'll represent,

In honor of our nation,

And be its President.

Billy, I'll remember you

In my journeys far away;

Will ask kind Providence

To help you every day.

When in the far-off shadows,

Or in the glowing sun,

I shall often think of you,

The man at Washington.

Division 96.

W. I. LEGGETT.

### EDITOR RAILWAY CONDUCTOR:

Having been elected to the position of correspondent, and as I have not seen anything from Columbus Division 511, I will attempt to let the outside world know that we are still in the land of the living, but we do not exactly know who we are or to whom we belong, although we draw our pay regularly on the 21st of each month from Washington. The piece of track that most of Division 511 members operate on was first known as the Georgia Pacific, then the Richmond & Danville, and later

the Southern Railway, but about two years ago the Southern gave up control on account of some state law, of which we are not familiar, and gave the name of Southern Railway in Mississippi. Now we do not know to whom we rightfully belong, but we were finally adopted by the Mobile & Ohio, with Mr. Charley A. Pigford superintendent at Meridian, and Mr. H. Hatcher as chief messenger boy at Columbus. It being his first position of authority, he believes his success lies in discharging everything that comes before him. He discharged a conductor for delaying a passenger train ten minutes and forced him to leave a division where he was made and re-instated one who had run eighteen miles in the face of a second-class train and met them on the main line without orders. Why? The conductors of Division 511 have never been able to learn, as we have no agreement except a volunteer one on the part of the company.

At our regular meeting on November 22, with Brother Ed. B. Taylor in the chair, officers for 1909 were elected.

The Southern, in Mississippi, has been doing a fine business this fall, with good men in demand, and one of the best trainmasters to work for that I ever met, Mr. W. T. Sutphen, very much loved by all the men in both departments.

Now, Brother Editor, you may think that the first part of this little note sounds very rash, but I think it will be to the interest of the struggling Brothers here on this road for it to appear in print, and as long as I am the only one that can come to harm over it, I would earnestly request you to let it come, as I have been out of the service since February 1, and will be anxiously waiting for the next issue of the CONDUCTOR. Will endeavor to do better next time.

CLARENCE E. BARHAM.

Columbus, Miss.

### EDITOR RAILWAY CONDUCTOR:

November 22 was regular meeting day for Division 186, and was set aside for election of officers, and sixty-six of our Brothers met for that purpose. I do not wish to comment on the good qualities of those elected, as I have something else, at this time, to say to the Brothers of the O. R. C., but will say that we showed the wisdom of a Solomon in our selection.

Now, Brothers, the time will soon be here when we are supposed to make new vows and turn over a new leaf, so what will we write on the new page? I hope some will write a different page in their life's history than the one or ones they have written heretofore. Do we still remember that motto we have been told about—"That which is right and fair," and do we remember it at all times? I am sorry to say that many do not, for self stands too predom-

inant in the lives of many of us. We have some who will, to gain some little favor to their good, throw aside the vows taken at the altar and work to do a good Brother a wrong, taking underhand methods to gain their ends—they will not be open and fair. Now if there is any one man who deserves the cold shake more than another, he is the man who uses dark, underhand methods, and goes to the office alone, trying to beat some other Brother out of what is due him. We are banded together to help each other and to make each other's burdens easier, and to help build up the Order. Yet some have no use for the Order except for their own welfare. I will say to that kind of a Brother, "get out"; there is no room for you in the O. R. C. And a man who can't live up to that part of his vows, there is no place for him among good O. R. C. men.

The time is near at hand when we must stand together as we have never stood before, and a man who can't hold a white flag up to another can't expect it to be held up to him. There seems to be among some of our members one great fault—they want to do unto others as they don't want others to do unto them. Well, Brothers, let us see if we can't have one white page in our new life's history as Order men. If I have thrown any stones, the ones that are not guilty need not dodge, and the ones that I hit will, down in their hearts, know it.

A word to the delegates to the Grand Division: Remember, you are sent there for business, not for pleasure. There was a great deal of trouble at Memphis in regard to Grand Division being hard to control. I know a large body of men are hard to control when some of them have not the interest of the meeting at heart, and are only time-killers. A body of six hundred men or more should not be any more trouble to control than a body of one hundred if they will attend to business. If the delegate don't think he can go to the Grand Division in the interest of the Order, he had better stay at home. Some of you will say I don't know what a task it is to control a large body of men. I do, for I have been a delegate more times than once where there were from one hundred to one thousand in a body. Good order depends on the delegates themselves. If local Divisions would use a little better judgment in the men they select, there would be less confusion in the Grand Division.

Now, Brothers, be men of business, not marmosets, when you go to the Grand Division. I am not in favor of delegates by districts, for that shuts out the small local Divisions and gives the larger ones too much favor. I think that every Division should have delegates. I am in favor of the law to unseat and send home any delegate who fails in his duty or hinders the

action of the Grand Division. I will say no more on this subject at this time, but I wish to take up the question of insurance; also a pension system by the United States government in t' series of letters to follow, i. e., if our editor can find space for me to air some of my views on this question. [He sure can.—Ed.] May I ask what has become of Divisions 101, 342 and 74—are they dead or asleep?

Bessemer, Ala. M. H. FLESHMAN.

#### EDITOR RAILWAY CONDUCTOR:

Before retiring again from the columns of the CONDUCTOR as a volunteer scribe (Division 40 having elected one who says he will endeavor to equal, if not surpass, his "regular" predecessor), I desire to make acknowledgement of my indebtedness to the gentleman from Buffalo, N. Y., Dr. Newton, for professional advice. I am not authority as to the class of M. D.'s to which he should be assigned, but for the sake of humanity and also to balance accounts, I would respectfully suggest that he confine himself to the practice of "absent treatment," that his patients may not be exposed to the consequences of a faulty diagnosis. The intellectual failure to "arrive" at any other conclusion, reported in his letter in the December number of the CONDUCTOR, must be due to the "annulment" of his intelligence by some operating official for which I am not responsible. That the Doctor is sufficiently intelligent to "arrive" at other conclusions when permitted to proceed on his mental schedule is amply verified in his letter. For instance, the manner in which he refutes his own criticisms almost in the same breath that gives them utterance, breathes his intelligence.

I will avail myself of this opportunity to congratulate the company which he represents in the capacity of passenger conductor upon its good fortune in having one conductor who, according to his letter, is not always in hot water with his passengers, and in comparison with whose smile the now famous "National" smile is a mere shadow.

The signs of the times seem to indicate that labor organizations have reached a critical period. Their destiny seems to be in the balance. Now is the time to study carefully the evolution of labor unions with a view of avoiding any traps set for the scattering of their forces and their ultimate destruction. They have progressed wonderfully in the last decade and are now a political factor to be reckoned with; hence a word of caution. Leaders who have proven true and tried should be retained and only those in whom selfishness is not a dominating power should be chosen as captains and pilots of the O. R. C. ships of the labor union fleet.

St. Paul, Minn. D. E. HASEY.

## EDITOR RAILWAY CONDUCTOR:

Division 344 is on hand with the goods.  
We held our election on the 14th inst., after  
which the ladies gave us one of the good  
times which they know so well how to do.  
After having done justice to a good supper,  
they had some local talent and games, such  
as slight-of-hand, two-step and cake walk.  
Well, I think we will have a banner year  
in 1909, having some material to work on  
which we will land before the end of year.  
East Toronto, Can. NIG.

## The Veteran "Con."

Do not forget the Vet, boys,  
As you go to and fro,  
For he's the one who made a noise  
When wages they were low.  
He also built for you a ship  
That sails the sea today,  
And when she makes a business trip  
Good things all come your way.

He called the boys together  
In the year of sixty-eight,  
And said, "Let's cut this leather  
Before it is too late;"  
So they tied up with a tether,  
I am happy to relate,  
That has stood all kinds of weather,  
And is even up to date.

So he got the good work going  
From the ocean to the sea,  
But dare not do no crowing,  
For the powers that would be  
Saw the boys would make a showing  
If allowed to act so free,  
And then trouble did some growing  
For the future O. R. C.

The Veteran did some thinking  
In days that now are past;  
He also did some drinking,  
And this you mention last,  
For it was right and proper  
A good fellow for to be,  
So his fingers pulled the stopples  
Quite often in his glee.

Now don't forget when out you go,  
I care not who you be,  
That to this Vet a debt you owe;  
So now agree with me,  
It's better for this to be so,  
As all can plainly see,  
Than being like a chunk of dough  
In this land of the free.

Stop a moment on your travel,  
And let thought upon him dwell;  
You will surely then unravel  
What to you he would not tell,  
For this Vet that's rapped the gavel  
And has done his work so well  
Should be free from all this cavil  
And the lies some love to tell.

Now it's right that you remember,  
And a good boy you should be  
To this Vet that's reached December,  
And shortly will be free.  
It's your duty, as a member,  
That this Vet, where e'er he be,  
Should not be a burning ember,  
For his work has been for thee.

In a little cot up yonder,  
This old Veteran has a home,  
Where he often sits and ponders  
While his thoughts away will roam,  
And as they stray and wander,  
Maybe across the foam,  
His heart will beat more fondly  
Beneath its human dome.

Old Father Time is clever,  
And gives his labor free;  
He'll house you from the weather  
Beneath the church yard tree;  
He'll deck your grave with heather,  
If there you chance to be,  
And you'll never break the tether  
Until Gabriel sets you free.

Benton Harbor, Mich. HENRY FLORIDA.

## EDITOR RAILWAY CONDUCTOR:

Bowling Green, Ky., is situated in the broad, fertile valley of Barren river, about twenty-four miles southwest of the famous Mammoth Cave, and may be reached by rail over the L. & N. road and by steamer on the Barren river. The topography of south-central Kentucky in which Bowling Green is situated, is varied, picturesque, and pleasing. The face of the country is undulating, swelling sometimes into high, beautiful hills and then sinking into fertile valleys, with good drainage. There is not a swamp in all this basin, nor any stagnant waters to breed diseases. In the richness of its soil, the beauty and healthfulness of its climate, and the attractiveness of its landscape, this part of Barren river valley is unexcelled by any other equal area in the United States. Broad, rich valleys and green slopes are seen on every side, and from the hills many springs of clear water issue to preserve the verdure of the earth, to freshen the soil, and modify the temperature. Beautiful groves of many varieties of native trees form extensive natural parks, all of them carpeted with the richest blue grass. This part of Barren river valley has no harsh features, no rugged mountains, nor deep defiles, but its vistas blend into a grand picture of pastoral landscape of great beauty.

The climatic conditions of this section of Kentucky are very agreeable and conducive to the most vigorous health in man and beast, and to the fruitfulness of the soil and prosperity of the country.

No one who is familiar with Bowling Green will deny that it is a charming city

in which to live. Its commerce and manufactures are productive of wealth, its educational institutions and churches, its clubs, lyceums and conservatories, all bespeak and encourage such ideas and tendencies in learning and culture as most exalt and embellish modern civilized life. And here, as we might naturally expect, are to be found handsome and commodious residences, with artistic surroundings, well paved streets and beautiful public buildings. In fact, from the political and commercial importance of Bowling Green and from its interests and attainments in educational affairs and art, this classic little city has come to be called the "Athens" of Kentucky.

In the midst of such environments as these, Division 133, O. R. C., has established its home, surrounded with all that goes to inspire higher and nobler thoughts in the development of its fraternal work. With a membership of seventy-five strong, active and generous-hearted Brothers, Division 133 has been able to do much good fraternal work on the L. & N. system, teaching the value of integrity, the development of manhood, the propriety and utility of moral courage, the rightful distribution of financial and moral help to invalid Brothers, the conservation of the general good of the Order, and the wisdom of trying to excel in all their endeavors through meritorious effort and qualities of sterling worth.

It is here among these faithful and whole-some-minded members that the L. & N. General Chairman happily finds his official domicile and thus, surrounded by such pleasant and beneficial influence, he feels greatly inspired in his endeavor to outline the departments and to build up the great work of our grand old Order on the L. & N. system so that its efficiency for real beneficence may be great and far-reaching, not only in its precepts and principles, but also in its actual work, its actual deeds of "Fidelity, Justice and Charity," to its many Brother-members and their dependents in every phase of social and industrial life.

We should be pleased to have the Grand Division visit us in the near future, for we have room in our Kentucky hearts and homes for all who come our way.

Bowling Green, Ky. J. D. KEEN.

#### EDITOR RAILWAY CONDUCTOR:

Christmas week is again upon us, and I extend to the readers of the CONDUCTOR the season's greetings. Division 55 is still moving along in the good old way of keeping its business up to date, visiting the sick, ministering to the needy, and proving to the world that the teachings of the Order of Railway Conductors is upbuilding and helping to its membership. I have often wished that every member of this grand organiza-

tion could appreciate more fully the real meaning of being his brother's keeper, and could apply a little more of that love which our good Brother Smithers speaks of in his most excellent letter in the December CONDUCTOR, and I hope every member will read it carefully. When we get that abiding "love," we will quit our fault-finding and our selfishness and be willing that all shall have an equal right to make a decent living, and reach out our strong right hand to pull the weak one along with us instead of taking advantage of his weakness and trip him. What is my duty as a Christian? "To do unto others as I would that they should do unto me." Why are we forever reviling and fault-finding with this Brother, with church or creed, or the religion of this Brother or of that Sister? Is it necessary to do so to prove to the world that our church, our creed and our religion is the only one that can save one from eternal death, hell and destruction? Surely not! There is a much easier and better way of proving that we are serving the only true and living God, whose love for the human family was so strong that he gave his only begotten son as a ransom from sin; they had strayed into the wilderness of sin and unrighteousness. God took this way of making it possible for them to return to him, and the means was made easy, for all that was necessary for them to get back was faith in God, repentance for sin, submission to God's will, and their sins washed away through the cleansing blood of Christ Jesus. Then it is my duty to go out into this wilderness of sin, of poverty, of immorality, of ignorance and destitution, and by my kindly acts towards my Brothers of our beloved Order, and in the church, give to them my sympathy, minister unto their needs in the true spirit of love, win those who have wandered away from the teachings of our Order, and from our Christian religion. I must win them back to God and to their duty; then teach them that beautiful gospel of Christ, leaving out the creed of the Episcopalian, Baptist, Methodist, Christian, Roman Catholic, Mormon or Mohammedan, but teach them to love their brother just a little, just enough so that they won't forget he is their brother, and pray God to give us more of that strong, abiding, living "love." I know several church creeds, but not one of them appeals to me as does the Lord's Prayer. It is creed enough for any one. Our Father: this makes us one with Christ; Thy Will be done: this teaches us submission, and when rightly acquired, in reality makes us God's in simplicity and submission. This naturally brings the question, how can one begin the home life in this way? By leaving behind you all of your prejudices against the Order or church, take into the home the open Bible, read it, study it, ponder over its promises,

its glorious possibilities, and obey its commandments. The home must, of necessity, be one of two things; either a beautiful heaven or a terrible hell. We must choose between the two conditions—which shall it be? God bless such Brothers as Brother Smithers, for such writing gladdens the hearts of men, and thank God we are now living in an age that is seeking after the higher and better life. May God hasten the day when America's youth shall not be ruined by that hell-brewed broth that is today destroying so many of our brightest young men, and may our membership take a strong hand in the game of destruction towards the end that we are freed from it for all time.

W. WELCH.

Kansas City, Mo.

#### EDITOR RAILWAY CONDUCTOR:

As the correspondent of Division 100 has been dormant for some time, we shall rise to another awakening if for no other reason than to please our Senior Conductor, Brother Shelly, as he is usually called, for it is quite evident he always looks into the ladies' column for his information, and seems to know more about that sex than any member of Division 100. Well, there is nothing like having one ladies' man among us.

Division 100 held its election of officers the last meeting in November, and they will be installed the last meeting day in December. Our present Chief Conductor is worthy of our highest consideration and I can safely say, and personally vouch for him, that the administration will be carried out on the same business-like principles that have been so well established heretofore. I think I can safely say that we have the largest Division between New York and Chicago, and according to our Secretary's report, have been doing very well in the way of taking in new members, but the general business depression has given us a smaller amount of timber to draw recruits from, as the roads have been making but very few new conductors—in fact, the system I am employed on has not made any, and a goodly number of our regulars are only extra today, but we all hope for the future and the general conditions of things look more promising. The money stringency does not seem to exist and has been practically relegated to the scrap pile of the last decade.

The time is drawing near and the delegates by this time have been chosen to represent their respective Divisions at the next biennial convention, and I hope at that meeting that every delegate be instructed to abrogate Article 27 of the Mutual Benefit Department; this is termed the Reserve Fund, and I advise a careful study of it.

Brothers, those of you who are interested,

do give this your honest consideration, and just ask yourselves, what are we going to do with a fortune of nearly a million dollars; are we foolish enough to hoard up such an enormous amount and let someone else be the beneficiary? I say no, Brothers, there is a younger generation now fast coming upon the stage of action. Are we going to turn our labors over to them, or rather the fruits thereof, and let them dispose of it as they see fit? I again say no! We are the men of today, we have helped to build up this organization and have added, through our sacrifices, a ponderous amount of strength and influence which has given us unquestioned recognition in the field of organized labor, and now in this hour we want to enjoy the fruits of our past labors. Why not take this money and build permanent headquarters the same as the engineers intend doing in Cleveland? That would save thousands of dollars for rental each year, besides we could open up the other side of the ledger and be receiving rents instead of paying out. To erect such a building would be a monument large and convincing of the business stability of our organization. Understand me, I am not a calamity howler, but I firmly believe in having our share of the benefits created by our own efforts. I shall now leave this question an open book for some of our good scribes to take up more in detail. Let's hear from you.

C. MOELLER.

Columbus, Ohio.

#### EDITOR RAILWAY CONDUCTOR:

Collins Division 5 held its annual election of officers November 15.

We hope our grand officers will try to have the sixteen hour law modified somewhat at the coming session of Congress, for, as it stands now, it is equal to a reduction of fifty dollars a month in wages. While I am not prepared to say what can be done, it is up to the wise guys to solve the problem.

Division 5 is in a flourishing condition as regards membership, but when that is said, it is all said. The meetings are well attended by the N. C. Brothers, who have Sunday off, but the B. & O. has about 200 conductors and but five or six is all that can be found at a meeting. The fact of the matter is, we should have a Division in calling distance in South Baltimore and meet on Tuesday evenings about 8 p. m., and keep it up until it becomes popular. All other railway orders have a lodge under those conditions, but the O. R. C., I believe is like Mahomet: when the mountain would not come to him he went to the mountain. So it is with all orders and churches—build them in your midst so there can be no dodging the issue. Hold smokers and serve refreshments at Division meetings (I don't mean booze); invite the

Brothers to come and try to make the Order popular, and remember what it stands for and how it is protecting you and your family. There is no organization under the sun you are more beholden to than the O. R. C. So Brothers put your shoulders to the wheel and help it along.

Our General Chairman, Brother Burke, gave an excellent talk along this line at our election. We were pleased to see Brothers Saylor, Bender and Zane. Call again, Brothers, the latch-string is always out at Division 5.

Baltimore, Md. CORNELIUS CURRAN.

### Judge Not.

How do we know what hearts have vilest sin?

How do we know?

Many, like sepulchres, are foul within,  
Whose outward garb is spotless as the snow,  
And many may be pure we think not so;  
How near to God the souls of such have been,  
What mercy secret penitence way win;

How do we know?

How can we tell who hath sinned more than we?

How can we tell?

We think our brother hath walked guiltily,  
Judging him in self-righteousness, ah, well,  
Perhaps had we been driven through the hell  
Of his untold temptations, we might be  
Less upright in our daily walk than he;

How can we tell?

Dare we condemn the ills that others do?

Dare we condemn?

Their strength is small, their trials not a few,  
The tide of wrong is difficult to stem,  
And, if to us more clearly than to them,  
Is given knowledge of the good and true,  
More do they need our help and pity, too;

Dare we condemn?

God help us all, and lead us, day by day.

God help us all!

We cannot walk alone the perfect way,  
Evil allures us, tempts us, and we fall;  
We are but human, and our power is small.  
Not one of us may boast, and not a day  
Rolls o'er our heads but each hath need to say,

God help us all!

Concord, N. H.

W. A. R.

### EDITOR RAILWAY CONDUCTOR:

Since I have been a member of E. A. Smith Division 146, O. R. C., we have had no correspondent to the Journal, and at our annual meeting, held November 1, the Brothers elected me to fill the place, for which I wish to thank them one and all. Division 146 has been very prosperous in every way. The Brothers are all wide awake and seem to take hold in every way possible to help the Order. In fact, take Division 146, located about midway between two terminals, and taking into consideration the number of conductors under our jurisdic-

tion, compared to others, it certainly stands in a class by itself—first in number of members, second in prosperity and financial standing. We have taken in seven new members in the last few months and expect to get more in the near future.

We were favored with a visit from our Third Vice-President, Brother Clark, on November 24, for which occasion we called a special meeting, and can safely say in behalf of Division 146 that words are inadequate to express our appreciation of his visit, and we hope he or some of our other grand officers could visit us often. It seemed to put life and courage in all the Brothers who were able to see him and regrets in those who were not able to be present.

On December 6 we held our installation and took in three new candidates, besides the regular business. We were honored by the presence of visiting Brothers from Divisions 237, 122 and 413. Brother Parant, of Division 413, did the installing. After the meeting all repaired to the banquet hall where festivities and refreshments were served at the expense of the Division. We had as guests of honor, Mayor-elect O'Connell, our division superintendent, Mr. E. A. Smith, who holds the distinction of being the only living person after whom a Division of the O. R. C. is named, also Mr. Carter and Mr. Vaughn, agents of the N. Y., N. H. & H. and B. & M., respectively, who all gave a lecture; also Brother Parant, of Division 413, who holds a position with the railroad commissin, gave a nice lecture when called upon by our worthy toastmaster, Brother Garno.

Our annual ball will be held on January 1, 1909, which we hope to make a great success.

L. M. RAWLES.

Fitchburg, Mass.

### EDITOR RAILWAY CONDUCTOR:

Cotton Belt Division 251 held its annual election Sunday, December 6. With the support of the members we feel confident of prosperity this coming year, as the Brothers made a wise selection of officers, and hope the other members will continue to attend the meetings regularly and assist with the important business which comes before the Division each session. The General Committee representing the Cotton Belt system convened here this week and adjusted business of importance. Brothers J. H. Cheshire, of Corsicana, C. E. Sparks, of Waco, J. H. Commander, of Commerce, and H. G. Hawks, of Pine Bluff, were before the officials and seemed well pleased with the cordial treatment received by them. Pine Bluff has a Division to be proud of, and it is to be hoped the benevolent spirit which has been very noticeable, will continue to exist.

W. D. FERGUSON.

Pine Bluff, Ark.

### The Hell-Bound Train.

(Reprinted from CONDUCTOR of January, 1907, by request.)

Tom Gray lay on the bar room floor,  
Having drank so much he could drink no more,  
So he fell asleep with a troubled brain  
To dream that he rode on the hell-bound train;  
The engine with blood was red and damp,  
And brilliantly lit with a brimstone lamp;  
An imp for fuel was shoveling bones,  
And the furnace roared with a thousand groans.  
The boiler was filled with lager beer,  
And the devil himself was the engineer.

The passengers made such a motley crew,  
Church member, atheist, gentle, Jew;  
Rich men in broadcloth, beggars in rags,  
Beautiful young ladies, and withered old hags;  
Yellow and black men, red, brown and white,  
Chained all together, one horrible sight!

As the train dashed along at an awful rate,  
While death and demons pressed the race,  
Wilder and wilder the country grew,  
And faster and faster the engine flew;  
Brighter and brighter the lightning flashed,  
And louder and louder the thunder crashed;  
Hotter and hotter the air became,  
"Till the clothes were burned from each quivering frame,

And in the distance there came such a yell—  
"Hal Hal!" croaked the devil, "We're nearing hell!"

Then, oh, how the passengers shrieked with pain,  
And begged of the devil to stop the train.  
"My faithful friends, you've done my work,  
And the devil can never a pay day shirk;  
You've bullied the weak and robbed the poor,  
You've justice scorned and corruption sown,  
And trampled the laws of nature down;  
You've drunk and rioted and murdered and fled,  
And mocked at God in your hell-born pride;  
You've paid full fare, so I'll carry you through,  
For it's only right that you get your due."

Then Tom awoke with an awful cry,  
His clothes soaked with sweat and his hair standing high;

Then he prayed as he never prayed before  
To be saved from hell and the devil's power,  
And surely his prayer was not made in vain,  
For he never more rode on the hell-bound train.

Memphis, Tenn.

W. C. KOHNMAN.

### EDITOR RAILWAY CONDUCTOR:

I do not remember of having written to our valuable Journal since you became its editor, and would not now, but when I joined the Order, over thirty years ago, I did so for the good I could do it, and have been pushing hard ever since and I enjoy the work, especially once a year when we have a public installation and the sister auxiliary joins and furnishes a banquet. Say, C. D., is it not fine to have a square

meal once a year? Well, I was honored by being chosen installing officer on the 13th, and our auxiliary, Division 11, furnished all and footed the whole bill—how is that for high? Also had a fine intellectual program, and it was a social success—a large hall full of Brothers, Sisters, families, and friends. It is not necessary to speak of the qualifications of our officers, when I tell you, as Acting Chief Conductor during the election, I received only one nomination for each office, re-electing each Brother to succeed himself. Your humble servant was again honored on the 20th, when East St. Louis Division 386 requested my presence as installing officer, and in a public and joint installation with their auxiliary, installed their officers, and again one of those square meals that makes a feller mad that he cannot eat more. They sure made a success of an intellectual and social love feast. Brother Ray was re-elected Chief Conductor, which speaks well for him, and they are meeting with marked success. Sister Stone installed the officers for St. Louis and East St. Louis Auxiliaries, and she does her work without any halting or without a ritual. It makes me ashamed, but she says we did fine, which makes us feel good, and we all parted in P. F.

Allenton, Mo.

D. I. FURBECK.

### EDITOR RAILWAY CONDUCTOR:

Some very interesting letters which appear in the November CONDUCTOR, namely, the remarks of William C. Brown, of Brother Chas. Tolman, Division 36, and Bill Davis, of Division 7, as to the mutual partnership which exists between employer and employe, the betterment of labor's condition, and the success which has attended the ceaseless activity of the Texas legislative committee, contrasts very strongly with the comatose and dormant condition of the legislative committee here in Massachusetts, and, in fact, throughout New England, where too much law, as made by our state solons, aimed against the railroads without any check or protest from the organizations, has made the membership pay the freight in defending their contracts, and in paying the additional expense incurred by the several general boards of adjustment. Here in New England, true, the commercial depression was a factor to some extent, but had the legislative committees of the New England states been organized, a note of warning could have been given, and an organized protest made against some of the pernicious legislation which has been enacted. The officials would not have asked any monetary concessions from their employes, and articles which were inserted in the various contracts as safeguards, namely the mileage limit, the one cent a mile clause, and some of the elastic clauses would not have been stretched

to the limit to make a balance to offset the legal expense, and so the railroads robbed Peter to pay Paul. No, I am not defending the railroads. I wish to show that there must be a more determined stand taken by the several organizations in legislative affairs in the future to prevent a repetition. The interpretation of the federal laws, regulating interstate traffic and railroad investments, as interpreted by our various state legislatures, is about on a par with some of our local officials and time clerks when presented with a copy of a new agreement or schedule. Benjamin Franklin once said, "Plough deep while sluggards sleep, and you'll have corn to sell and keep." To quote a remark from the address of William C. Brown, "Whoever injures the railroad, injures the employes as directly and more seriously than he harms the other partner, the owner, for our interest is greater because we receive the larger part of the road's earnings."

Come, Brothers, wake up, pay more attention to your interests; read the handwriting on the wall. I wish to impress upon you the importance of having an active, live, legislative committee throughout New England, conversant and in touch with each other, ready in the field when business resumes its normal condition, and be in a position to aid and assist the Eastern Association to obtain the standard wage. Do you want it? Well, get together and help.

Springfield, Mass. ADIEN E. MCGIRR.

#### EDITOR RAILWAY CONDUCTOR:

The election over, we are now ready for the new year. Mt. Lowe Division 503 re-elected the old officers to the man, with but a single exception, which speaks for itself of the harmonious feeling which exists among our ninety-three members. The officers feel that this, their second term, carries more honor than their first election, and I am sure they will strive even harder as they grow older and stronger, to do even better in 1909 than in 1908.

There exists among our members a most admirable trait, which was noticed and commented upon by a visiting Brother at a recent meeting. He said: "I notice when your Chief calls upon one of you to fill the chair of an absent officer, that you go to the bat without a moment's hesitation." I assure you, boys, our Chief appreciates our every effort.

Since my last letter, Mr. J. H. Dodds has been appointed assistant superintendent of the San Joaquin division. We are more than pleased at his appointment. Mr. Dodds is a conductor of the old pin and link school and knows just what we have to contend with nowadays. He is a broad-minded fellow who will meet us fairly on any business proposition, and is worthy of the very best service we can give him, and I feel safe in saying that there is not a

conductor on the San Joaquin division who does not realize the fact, and each and every one of us will put forth our best efforts to help him make a success of his undertaking.

Brother H. S. Kinch, trainmaster at Mojave, being transferred to Fresno, Cal., Mr. W. W. Speakman was appointed general yardmaster at Mojave; a well earned promotion, and the right man in the right place.

Business seems to be steadily on the increase with us and an occasional man is hired. All are working.

Brother C. E. Myers, who has been on the crippled list the past three weeks, is out and around again, and will soon be ready for duty.

Brother A. E. Carne, of San Diego, was found wandering through the alfalfa fields of Bakersfield a few days ago, apparently lost. He was taken to "El Cameno Real," and shown the direction to Fresno. The Brother was well shod and I dare say he has reached his destination ere this.

Brother Geo. Trefanier is indulging again in his favorite pastime of shooting flying fish from his gasoline launch in the deep waters around the Santa Cruz islands.

Los Angeles, Cal.

J. E. CARNES.

#### EDITOR RAILWAY CONDUCTOR:

Boston Division has just started off on a prosperous year with a good membership and a very encouraging treasury. We are taking in new members now and then so that we feel very much encouraged, especially when we have a large attendance at meetings. Of course some of the members have to run on Sundays, but they drop in whenever they can. Our committee on arrangements for our next convention in Boston next May has commenced work in earnest.

Passenger and freight business has been fairly good of late, and the boys are feeling all right over future prospects, and we are very grateful to our General Committee for their work. We have had a mild winter here in the east, no snow storms to speak of, and generally fine weather.

The action of Judge Wright, of the District of Columbia, in regard to Gompers, Mitchell and Morrison, has caused quite a stir here in Boston in labor circles and is looked upon as an injustice and a blow to every labor organization in the country at the present time, and we all are awaiting developments. Of course we hope some means may be adopted by which the imprisonment part may be abolished, and even if they do have to serve time it will open the laboring man's eyes to take more interest in politics and go to the polls and vote for the man who will protect his interests instead of looking for graft which a majority of them do.

J. FITZGERALD.

Boston, Mass.

**Boomer.**

I longed to be a boomer,  
 And roam throughout the land,  
 Put all my baggage on my back,  
 And join the boomer's band.  
 My trade it is a brakeman,  
 I've learned it through and through.  
 The most important roads I've worked upon,  
 In rhyme I'll tell to you.  
 On the old W. Va. Central  
 Is where I got my start,  
 I hired there as a greenhorn,  
 But an expert I did part.  
 Good summer times I have seen a few,  
 Hard winters I have felt  
 At night when I was flagging  
 On the little West Side Belt.  
 I next worked on the Union  
 Until I drew a pay,  
 Then, like all other wise guys,  
 I drifted far away.  
 I switched cars on the Cotton Belt,  
 The Frisco and G. N.,  
 The L. V. and the Pennsy  
 With the best of railroad men;  
 The Rock Island and Pacific,  
 The Denver and Rio Grande,  
 The C. & A. and Sante Fe,  
 And the Western Maryland,  
 The M. K. & T. and Sunset Route,  
 The Reading and Lake Shore,  
 The Bessemer and Nickle Plate,  
 The Erie and Big Four,  
 The West Penn and the Jersey,  
 The P. V. and Ft. Wayne.  
 I worked a ten days' notice out  
 In case I might want back again.  
 On the C. B. & Q. I run a crew,  
 And fired on the Pan,  
 But the B. & O. was the only place  
 I ever got the can;  
 On the C. H. & D., the B. R. & P.,  
 The P. M., and the Mop.  
 I worked on those not mentioned here,  
 But their names I have forgot.  
 Elkins, West. Va. J. O. DICK HARVEY.

**EDITOR RAILWAY CONDUCTOR:**

The correspondent of Division 310 has been silent for awhile, but it does not follow that business has been at a stand-still. Meetings are held regularly and are well attended. At our last meeting we honored the Division by making that moving spirit of every good work, Brother George Cranmer, chairman of our local grievance committee. He has that peculiar enthusiasm in any movement for the betterment of conditions, to enlist aid from whom he will. If a worthy Brother is sick and needs assistance, no sacrifice of time or comfort is too great for Brother Cranmer.

On October 20, the L. & N. road decided they could run their business on the N. O. & M. division without the assistance of four conductors in the passenger service, your

humble servant being one among the number. Fortunately for Brother Alfred and myself, we had policies in the Conductors' Protective Association, of Detroit. After a futile effort to have us re-instated, Brother Cranmer secured the payment of \$500 to each of us in full payment of our claims against the association. We received our checks December 18, so we can present smiling faces for the Christmas season, and say God bless Brother Ross, Brother Cranmer and all the rest who helped to give us this lift.

I cannot too strongly urge *all* conductors, *everywhere* throughout the country, to take advantage of membership in the Protective Association. With \$500 in one's pocket, it is much easier to get located in another line of business without delay.

The prompt payment of our claims will gain many new members from this part of the country, and will give me a forceful argument in talking up the association. In season and out of season, I shall let no opportunity pass to speak in praise of this great benefit to conductors.

Brother Ed. Franelich has been sick for some months, and is still unable to be on his run.

D. P. BAKER.

Mobile, Ala.

**EDITOR RAILWAY CONDUCTOR:**

This is the first time that Division 446 has ever come forward with any expression in your columns. We are located in Atlantic City, the Queen City of the Atlantic seaboard's summer resorts. If one would visit each of the O. R. C. Divisions found in this domain, bounded by the sun-kissed shores of California in the west, Canada, with her great northwest, on the north, the Gulf of Mexico and Mexico proper on the south, nowhere would he be accorded a greater degree of welcome than here at Division 446, on the rock-bound coast of the Atlantic, on the wave-washed shore of old Jersey, in the east. This resort, as you know, has an atmosphere which in itself breeds cordiality and good fellowship.

Just being elected to the office of Chief Conductor, and our membership being small, it is my desire in some way to create an enthusiasm which will increase our average attendance at our meetings. The writer invites correspondence in this regard and will be pleased to hear from any Division which may at some time have been in a like situation. Having been elected to this office as a personal tribute by those within whose power its award lies, one should be complimented, and accordingly a successful administration is desired as a record upon the retirement of its present incumbent. Secretary Taft, upon his inauguration as President next March, cannot feel more deeply the trust imposed in him by a nation than did I on the occasion of my in-

stallation on November 22, feeling that my induction was purely by those personally known, while his is that of thousands who may never behold his face, and much less shake him by the hand.

This is not the last time Division 446 hopes to appear in print.

Atlantic City, N. J. G. C. HARR.

#### EDITOR RAILWAY CONDUCTOR:

Once more Division 450 is enjoying a pleasant and prosperous season.

We had the election of officers on Sunday, November 15, with a large attendance. Every one looking to the interest of the Division, we picked the very best men for our officers.

Brothers, if you want your Division to be prosperous, you must stand by your officers and assist them in making it so. It is impossible to have a good Division if you do not attend the meetings. Try to start out with the new year and be down to the "hall" every meeting day.

Everything is working along nicely, and I see no reason why we should not have a prosperous year. Business has already picked up on the road, the boys are going and coming every day, and everything seems to be working all right. So line up, and if you are not on the "sunny side," get busy and come over at once.

Alexandria, Va. O. L. MUNDAY.

#### EDITOR RAILWAY CONDUCTOR:

Well, the national election has passed, and whether the result is satisfactory or not, there is at least one feature of its passing that should be pleasing, and that is, when we pick up our morning or evening paper we can find something in it to read besides the endless and disgusting mud-slinging. If one could believe one-fourth of what he reads about the various candidates for office, irrespective of party, and no matter what ticket he is on, he would be so fully convinced of the crookedness of all of them that he would be satisfied he could not vote for any of them. They would be more fit as candidates for "prison stripes" than for any office within the gift of the people.

However, it is all over, and let us hope for the return of the "prosperity" that has been promised us and that the many Brothers who have had to suffer reduction may get their old runs, or better ones, back again.

Speaking of elections, reminds me that we have one of our own, that is, the annual election of Division officers. I presume practically all Divisions have had their elections before this. Speaking for my own Division, we had ours on November 15, and a very good lot of officers was chosen. To show how little of friction there was in the choice, I will say that the "tellers" were

instructed to cast the vote for the entire Division for every officer. This was something that had never happened before in Buffalo Division 2. There was at least one choice made for which the Division is to be commended (?) and that is the selection of their "Journal correspondent." In selecting the undersigned as their representative (scribe), I presume they took into consideration the fact that they would have more control over him by legalizing his infliction on you, but they, at the same time, overlooked the fact that they were assuming responsibility for his conduct. Heretofore in all my writings for the CONDUCTOR, I have been practically a "free lance," responsible to no one except my own conscience and—the editor. But now it is different. If anyone should have a "grievance," or think they have, for what I may say or leave unsaid, they should not "kick" against the editor—he is blameless.

Brother Graves, your letter in the November number is good, every word of it, but the one topic above all others that you touch upon, and the one that should sink the deepest into the hearts of our readers and be remembered the longest by them, is your remarks on the "drink evil." Too much cannot be said on that subject, particularly to railroad men, no matter what branch of the service they may be in. There is no class of laboring men, or officials for that matter, that should keep more clear of the "liquor habit" than railroad men. Too many bright young fellows who think they can take a drink or let it alone, finally wind up in a drunkard's grave. They undoubtedly can "let it alone," if they commence in time, but so many of them don't, and before they are aware of it themselves, they have formed an appetite for it that is well nigh impossible for them to deny. The only safe way is to let it alone while you can. We have all seen thousands of confirmed drunkards, men who had sunk below the level of a beast; men ruined morally, physically and mentally. How many of them do you suppose took their first or second drink with the intention of becoming drunkards? Not one of them. Every one of them was once the man who could "take a drink or let it alone." So I say again, LET IT ALONE WHILE YOU CAN.

Brother Graves, that "nut" you say Brother Veritas gave me to crack, and I overlooked, relative to what the "good old colored gentleman said," was no "nut" at all. That was only an illustration to show what disaster might result, if we "all thought alike." I have heard that old saw, with variations, ever since I was a "kid."

Permit me to illustrate by putting myself in the place of the "colored gemmen," mentioned by Brother Veritas. "Sposing about the time I was edging up to Mrs. N—, several other very attractive young fellows,

like yourself, for instance, or Brother Veritas, or Brother Kellogg, and everybody thinking alike, of course, where would I have been? Easy enough to guess, I should think. See the point?

Brother S. Purple, you are on the right track. Yes, what, indeed, are we going to do with our old Brothers? They are with us, and have come to stay, and what makes the matter more serious, their number is increasing every day. If one will stop to think about it he will discover that it has not been so very many years since the old conductor first made his appearance, at least in any considerable numbers. Anyone will readily see the reason for this. You do not need to go back more than forty years to find the reason for it. Comparatively speaking, railroads were in their infancy at that time and but few conductors were needed to man them. Today, however, it is very different, and no doubt we have several thousand who are very near the "retiring line" and many who are past that line, and some have already had to walk the plank of dismissal. I know this to be a fact, as it has come right into my own territory. On the first of November, last, there were nearly 200 men taken out of service on the Lake Shore alone. Three of them are old members of our Order and have been in the service of the company from forty to fifty years. We have other members who are past the age limit (70), and are looking for their "ticket of leave" every day now, besides many more who have but a very few years left them to work.

I have asked the advice of our President, Brother Garretson, and have his reply, and if I had his permission I would give it to the readers, but I would much prefer that he give you the benefit of his views himself, and will ask him to do so, along the same lines that he favored me. I think, however, that he will not object to my quoting him this far. He says in part: "Officially, I am not, as you know, a lover of the pension idea, but individually, when I consider the case of an old man who has given a lifetime of service to the betterment of his company and has now reached the age where he is turned into the pasture for the rest of his life, I can see how strongly the length of the grass is going to appeal to him as a factor in what remains of his future." Brother Garretson then follows with his reason for officially being "no lover of the pension idea," and I must confess to thinking just as he does on the subject. So I ask again, what are we to do with (for) our old Brothers?

Just at present I am doing all I can for the men I have the honor to represent. Nearly three years ago, at a conference I was having with Mr. W. C. Brown, senior vice-president of the New York Central Lines, our general manager, Mr. D. C.

Moon, being present, among other matters under discussion, Mr. Brown gave us an outline of a pension plan which he had worked out and which, he said, the directors told him to put into effect. His plan would be very satisfactory, if made effective, but it has not been, so far as any one knows, at least. I have had a meeting with our general manager and I find his sympathies wholly with the men he has been ordered to take out of the service, but he assures me that he is not in a position to promise them one cent in the way of pension, though he has recommended it as strongly as he could. He also thought Mr. Brown's plan of pension was to go into effect, as I did, but why it has not, he is just as much in the dark as I am. It is my purpose to visit Mr. Brown, also the board of directors, if necessary, and very likely before this reaches you, I shall have found out something definite as to their plans.

I would not have wearied you with our personal troubles but for the fact that I know similar conditions must exist in many other localities, and to emphasize the fact that something should and must be done for our old Brothers. I most earnestly hope that when the Grand Division meets in Boston next May, this matter will be given careful consideration and some plan work out which will be a credit to our Order.

Brother Veritas, I could not close this letter without congratulating you on your evident change of heart. Heretofore in your assertions that the Order was "in a weak and defenseless condition," you have never prefixed the saving clause that you do in your explanatory note with which you commence your letter in the December number. Permit me to quote it. You say, "some months ago I remarked, in the columns of the CONDUCTOR, that, in some respects the Order of Railway Conductors is in a weak and defenseless condition." That clause has never appeared in any of your letters before. If it had, there would have been no argument about the matter between you and I. I will admit, for the sake of harmony, that "in some respects" we are weak, though not defenseless. We are weak in having a few weak members—men who are so short-sighted that they are unable to see beyond the limits of their own door-yards, and because of the filth there, they think every door-yard in North America is in the same condition. This is undoubtedly wrong.

You ask for proofs to show that your assertions, already quoted, are not true. You evidently forget that you have the affirmative side of the question, and, according to the highest courts in the land (which you are so fond of referring to), have decided that the burden of proof rests on you. First of all, I should like to have you prove that

the two men discharged on the L. & N. by Mr. Adair and Mr. Scott were discharged for being members of their respective organizations. Your bare assertion to that effect, or theirs either, for that matter, is not sufficient evidence. For my part, I do not believe it. If it is true, what became of all the other members of those organizations? You do not mention the fact that they were discharged also. No, the day has passed when any railroad official will discharge an employe just because he joins an organization; there is always some other reason that the victim does not tell you about.

Now then, Brother Veritas, you have given me a "bully good" roasting this time, and no mistake. I presume our Brothers who read your letter will have a good laugh over it, but I will bet you a new hat that not one of them will laugh any more heartily over it than I have, and Mrs. Newton, also. She says, "I told you so." I am very much obliged to you for your kind words, especially regarding my plan for representation at Grand Division. I hope others will think the same.

Buffalo, N. Y.

A. V. NEWTON.

#### EDITOR RAILWAY CONDUCTOR:

In the December issue of the CONDUCTOR appeared communications from Division III, of Los Angeles, Cal., credited to M. B. Hamble, of Los Angeles, which signature is erroneous arising from a misunderstanding as to the communicant. Brother Hamble had nothing to do with the correspondence, but the Secretary and Treasurer of Division III is responsible for the information imparted on the progress of the Hamble case and wishes to correct the impression as to the authorship of the former writing, due to an error on the part of the copyist, no doubt. Division III is greatly interested in the case and wished the friends throughout the country to share the knowledge, and does not wish to do anything prejudicial to his cause.

Division III will soon move into its new home in the Temple of Art, Grand Avenue, between Seventh and Eighth streets. Should any of the Brothers visit the City of Angels, the yellow cars take you to the door, and we will be pleased to welcome you on the first and third Saturday evenings of each month. It is our endeavor to live up to our motto.

Well, Brothers, in the "merry month of May," representatives of our organization will foregather in Boston, the home of the baked bean, and the hub of intellectuality, and we who stay at home will intrust our interests into the hands of the elect who make the pilgrimage and ask that they give good account of their stewardships, hoping they will not promote the aristocratic club idea, but do some work for the freight conductor, the yard man forced out of train

service by the fortunes of the day. We will ask that the "old man" be given a show along with the beginner, the student, who is more able, physically, to care for himself. Give the former a chance to earn his living, too, by seeking to influence the railway commission and the officers of the railroad corporations to consider that lots of good men wear glasses—men who have had actual experience and whose brains ought to be worth a great deal to the companies.

Does it not look as though the Order was pretty hard pushed for members when three months is made the time of service necessary for eligibility to membership, and is it not unjust that one man may overrule a membership of fifty on accepting a man who has had three years' experience as a conductor, but who unfortunately is a yard employe? It does seem, at times, that the Brothers "strain at a gnat and swallow a camel."

Thanking you, Mr. Editor, for the courtesy of a correction of the Hamble signature in the former communication, and regretting the error, Division III and its Secretary and Treasurer, W. C. Rall, send you and all the Brothers greetings.

Los Angeles, Cal. WM. CARY RALL.

#### EDITOR RAILWAY CONDUCTOR:

I am not the official correspondent for my Division, but I herewith appoint myself as such for my system, the Live Oak, Perry & Gulf Ry., for I don't suppose the correspondent of Division 196 knows that we are on the map; but we are, just the same. Though we are not quite as long as some of them, we are just as broad, and still better, we are one hundred per cent O. R. C.; also the brakies are the same per cent B. R. T. Can any of you beat that?

Well, as the name of the road shows, we all run from Live Oak to the Gulf of Mexico. In reality we are not quite there, though some sixty miles in that direction, and about thirty miles more will put us to St. Marks, and then we will have reached the Gulf and the second oldest port in the state of Florida (St. Augustine being the oldest). We also have one seventeen-mile branch on which we have just resumed construction after about eighteen months' suspension (the panic, you know), and hope to soon be running trains into St. Marks.

Our freight haul is about ninety per cent naval stores and lumber. The third electric saw mill in America is located at Alton, Fla., the terminus of our branch. Hampton Springs, a fine mineral springs resort, is at present the terminus of our main line—that is not the end of the line, but is as far west as schedule trains run. Dowling Park is another mineral springs resort on our line, seventeen miles west of Live Oak, where we cross the world's famous Suwannee river.

Live Oak, Fla.

A. A. KIGHT.

# LEGAL

## Legal Decisions of Interest to Railroad Men.

Prepared for THE RAILWAY CONDUCTOR by COLIN P. CAMPBELL, Grand Rapids, Mich.

### *Liability of Railroad for Injury to One on Station Platform by Torpedo.*

On November 21, 1905, the plaintiff, while standing in front of the defendant's passenger station at Waycross, was severely injured by the explosion of two railway torpedoes run over by a passing locomotive. He was intending to take a train for Jacksonville, Fla., which, according to the published schedule, left Waycross at 6:20 a. m., but which he thought left at 6 o'clock. He had spent the night sitting up with a sick friend near the station. At about 4:30 o'clock he left the friend's house and walked across to the ticket office, and, finding that closed, he went into the restaurant connected with the station, ate a sandwich and drank a cup of coffee; this taking about fifteen minutes. He went out to the front of the building, upon a gravel walkway, over which passengers walked from the waiting rooms to the ticket office, restaurant, etc. He had started to the white waiting room, but stopped on the walkway and engaged in conversation with another gentleman. While they were thus standing talking, in front of the waiting room, about seven or eight feet from the tracks, an engine passed and exploded two torpedoes immediately in front of them. The explosion made considerable noise, and a piece of the metal covering in which the explosive substance was contained, struck the plaintiff, one piece piercing his eye, another making a wound upon his stomach, and still another going into his leg. It was against the rules of the company to put them out in the yards around

stations, though they were occasionally exploded there. The yards of the defendant company at Waycross are extensive and contain a large number of tracks around and adjacent to its passenger station. It has lines of railroad coming into this station from five different directions—from Savannah, Brunswick, Jacksonville, Montgomery, and Albany—and it also handles trains from a branch of the Atlanta, Birmingham & Atlantic railroad through the same yards. The restaurant and usually the waiting rooms are kept open all night.

The negligent presence of the explosives in the front of the passenger station where the presence of persons might be expected is the gist of the present action. If the torpedoes were placed there by outsiders, it was not a case for the operation of statutory presumption. If they were placed or dropped there by employes, it was such a case. The burden of proving that they were placed there by an employe was therefore upon the plaintiff; and we suppose that the trial judge granted the non-suit on the theory that the plaintiff had not shown that they were placed or dropped there by an employe of the defendant company.

Under all the circumstances shown, we think that the plaintiff proved enough to make a prima facie case, such a case as to raise an issue for submission to the jury. The torpedoes were there as a result of an act deliberate or negligent either of the company's employes or of some outsider. They were upon premises controlled by the defendant. This is of some evidentiary value, though slight. These torpedoes

were a special contrivance designed for and used peculiarly in railway service. Nobody else had any business with them, and especially, had no right to place them on the company's tracks. An outsider, however, might have bought, found, or stolen them, and might have put them on the track. Let us examine the time, place, and other circumstances to see if this is reasonable. The time was 4 o'clock, before dawn, on a winter morning. The place was in the yards of the defendant, where its employees were on duty making up and shifting trains of cars, and was in front of the passenger station, some of the rooms of which were lighted and open. Say that the object of the outsider was sport or mischievous prank. Is it probable that anyone would previously furnish himself with two torpedoes, and then go to this open place on the premises of the railway company in the late hours of a winter night to hear them explode, or to witness the results of their explosion? Such things are not usually done that way.

If the outsider's purpose was sinister, he would hardly have chosen so open a location for the place of his offense, and would hardly have used a caution signal as a means of committing it. This theory seems unreasonable. The deliberate act of an outsider seems improbable. An unintentional dropping of two torpedoes in such a man-

ner that both of them should fall on the top of the rail and balance themselves and remain there would be even more unlikely. On the other hand, if the employees for some purpose in hand connected with the moving of the trains in the yard had found it more convenient to use torpedoes for a signal instead of the ordinary means of signaling, the very fact that there was a rule against using them in the yards would be a reason why they would choose to use them there only in the dark hours of the morning, when the violation of the rule would be the least likely of detection. The presence of a single torpedo would not make so strong a case against the employees as does the fact that there were two of them. In the first place, one would serve any probable purpose of an outsider as well as two; on the other hand, the arrangement of two torpedoes is a regular train signal, such as an employee would give and an engineer would recognize. While a plaintiff, who relies upon circumstantial evidence for the establishment of the case must raise more than a mere suspicion, and must reasonably establish the theory relied upon, yet in the present case there was more than "a mere scintilla of inconclusive circumstances"—there was "scope for legitimate reasoning by the jury."

Smith vs. Atlantic Coast Line Ry. Co.,  
(Ga.) 62 S. E. Rep. 1020.



# FORUM OF STANDARD TRAIN RULES

Edited by Geo. E. Collingwood.

Differences of opinion as to wording and meaning of train rules and orders have always existed. This Department is edited by a practical train dispatcher of wide experience, and a student of the subject. No member should, however, permit any opinion expressed in these columns to influence him to depart from the rules or established customs of the road on which he is employed.

## Notice.

In submitting questions to this department the editor requests that whenever possible the letters of the alphabet be used in their regular order to designate stations as they follow in sequence and the situation is much more readily understood by our readers than when station names are used.

**EDITOR FORUM**—Please print in the CONDUCTOR your decision on the following order:

No. 629, Eng. 9305, has right over No. 630 (east-bound trains have right by direction) from N. C. tower to Foster Avenue. No. 625, Eng. 7630, has right over No. 630 N. C. tower to Tyne, No. 632 to Foster Avenue. No. 625 overtakes 629 at Tyne tied up for 632. Can 629 and 625 arrange with each other and go to Foster Avenue for 630 and 632? And why cannot 630 and 632 arrange with each other and go to Tyne for 629 and 625? E. S. BATES.

**ANSWER**—If Tyne and Foster Avenue are non-telegraph stations, it is possible that the crews might, "after proper consultation," decide as outlined in the above letter as the words "after proper consultation" are very indefinite and will permit of most any insinuation. I am free to say that I do not know just what limitation is intended or just what scope is permitted, if any, by the words "after proper consultation." I think that in each case the overtaking train should have right or schedule which would permit them to proceed without the aid of

any right or schedule held by the leading train. It is therefore my opinion that in the case mentioned all four trains would be tied up.

I have always considered revised Rule 94 a dangerous rule, and I am firmly of the opinion that the rule should not be used in its present form.

I would like to have an expression of opinion from my readers as to whether or not they consider these trains tied up.

**EDITOR FORUM**—Plea give your opinion on the following:

Order No. 73.—To train No. 801 at Springfield, and train No. 802 at Salem.

No. 801 will run extra, Springfield to Switch No. 5, Munroe.

No. 802 will run extra, Salem to Springfield.

Extra 802, east, will meet extra 801, west, at Switch No. 5, Munroe.

When extra 801, west, arrived at Munroe, it found extra 802, east, not there, and they received the following order:

Order No. 79.—Train No. 801 will run extra Munroe to Salem.

Would you go to Salem on Order No. 79, or wait at Munroe until extra 802 arrived there? W. C. ULAAS.

Golden, Colo.

**ANSWER**—If the dispatcher was well posted on train rules I would go, but if not, I would want to know of him what he expected me to do. In other words, it is wise to take the safe course and run no risks.

But in so far as right goes, extra 801 would be perfectly justified in proceeding to Salem upon receipt of Order No. 79, for the reason that orders addressed to one train cannot and should not be executed by another, and when a train dispatcher creates an extra it is his duty to there and then protect that extra from any and all opposing extras that may be on the road, and he should not rely upon any orders that may have been issued to that outfit when they were running extra at any time in the past to protect them under the new movement. It is now and always has been the principle of the standard code, or in fact of all train rules, that when a train reaches its terminal, whether such terminal is fixed by train order or by schedule, that all orders held by such train become of non-effect for the reason that the train has no longer any standing under the rules and therefore cannot execute an order. In the case of an extra, when they reach the terminal named in the order, their condition is exactly the same as a regular train. It may be the extra train outfit will remain at their terminal one minute or one hour or one day before they are given another order to proceed, but their standing remains the same, they are a new train and no matter how long a time or how short a time they have been at that terminal before they are given orders to proceed, they must be treated as a new train. It is true that the extra will bear the same number as when they arrived there but that should have no bearing, as that engine will always be the same numbered extra whenever run extra.

But for the reason that not all dispatchers, or for that matter, not all officials, are sufficiently posted upon the rules to clearly understand this point, it is wise to take the safe course and ask about the other extra to make sure that the dispatcher understands your privileges under the rules.

**EDITOR FORUM**—We will adopt standard rules here on March 1, 1909, and there are some differences of opinion. I would like to have your ruling on the following questions. North-bound trains have the right of track by direction:

No. 6, north-bound, A to D; No. 3, south-

bound, D to A—both first-class trains. B is time-table meeting point for Nos. 6 and 3. At A No. 6 gets an order that second No. 3 will have right of track over No. 6, D to B; first No. 3 has nothing on No. 6. Second No. 3 overtook first No. 3 at C, unable to make B for No. 6. Could first No. 3 flag ahead of second No. 3 to B, or would No. 6 have a right to proceed? C is a blind siding.

M. M.

San Antonio, Tex.

**ANSWER**—Under the new rules, second No. 3 can take first No. 3 ahead of them to the meeting point, or at least to the first telegraph office.

Rule 94 reads as follows: "When a train unable to proceed against the right or schedule of an opposing train is overtaken between telegraph stations by an inferior train, or a train of the same class, having right or schedule which permits it to proceed, the delayed train may, after proper consultation with the following train, precede it to the next telegraph station, where it must report to the superintendent."

Rule 95 is also concerned in this, and reads as follows: "Two or more sections may be run on the same schedule. Each section has equal time-table authority."

Under the above rules, second No. 3 is a train within the meaning of the rule and it has equal time-table authority, or equal right to schedule, in other words its schedule is good until restricted by orders addressed to them the same as any other section. So when second No. 3 overtakes first section they are a train of the same class with right which permits them to proceed, so they come within the scope of the rule and may take first No. 3 ahead of them.

**EDITOR FORUM**—Please give your opinion on the following order:

Order No. 8, to C. & E., No. 33.—First 34, Eng. 658, has arrived at Y and is annulled Y to Z. Eng. 658 will run extra Y to Z, with right of track over No. 33. (Train No. 34 is superior by direction.)

The question is, can No. 33 proceed against following sections of No. 34? No orders received by No. 33 outside of Order No. 8.

C. E. SMITH.

**ANSWER**—From the wording of the order it is evident that for some reason it was desirable to have first No. 34 run ahead of the regular schedule time of No. 34 from Y to Z; and it also looks as though Eng. 658 did not receive a copy of Order No. 8. At any rate, Order No. 8 is not a standard order.

Order No. 8 does not give No. 33 any right over No. 34's schedule or any section of No. 34's schedule. In effect, it annuls Eng. 658 as first section of No. 34, but this does not in any way restrict the superiority of the schedule between Y and Z and most certainly does not authorize any train to proceed against the first or any following section of No. 34. While the order is not standard it must be interpreted as though it was a standard order, for any other interpretation would lead to confusion. Supposing that there are two sections of No. 34. When second section arrives at Y they get an order that Eng. 658 is annulled as first No. 34 from Y to Z, and this order is authority for them to proceed Y to Z as No. 34; or if there are three sections of No. 34, the order they get at Y authorizes the second and third sections to proceed Y to Z as first and second sections of No. 34, hence it will be seen that Order No. 8 does not and must not authorize No. 33 to

proceed against No. 34 or any section of No. 34.

Dispatchers should, whenever possible, use the standard forms of train orders, as their meaning is fully explained and a clear understanding is thereby insured for all concerned. In the case under consideration the order should have read, "*Eng. 658 is withdrawn as first No. 34 at Y; following sections change numbers accordingly. Eng. 658 run extra Y to Z with right over No. 33.*" Order No. 8 and the order the dispatcher should have used mean the same thing, but the standard order is less liable to mislead.

The principle reason why Order No. 8 is misleading is because it contains the word "annulled" and trainmen having learned the use of the word under form "K" cannot get away from the meaning always given it under that form, to the effect that when a schedule is once annulled it cannot be again restored. This, of course, is true under form "K," but not true when a certain engine is "annulled" as a certain section. This procedure simply annuls the engine as such section but does not annul the right for such a section to run. The word "withdrawn" for such purposes is much better, as it expresses exactly what is desired.



# OFFICIAL CHANGES

W. N. Mitchell has been appointed general manager of the Williamsville, Greenville & St. Louis.

John P. Ramsey, vice-president and general manager of the Chicago, Peoria & St. Louis, has been elected president.

C. B. Hibbard, formerly general manager of the Quebec, Montreal & Southern, has been elected second vice-president of the Quebec Eastern.

H. P. Greenough, superintendent of the Chicago, Rock Island & Pacific, at Dalhart, Tex., has been appointed superintendent at Des Moines, Iowa.

J. B. Wallace has been appointed superintendent of the Coahuila & Pacific and Saltillo divisions of the Mexican Central, with office at Saltillo, Mex.

S. B. Zartman, trainmaster of the Seaboard Air Line at Richmond, Va., has been transferred to Jacksonville, Fla. A. Ramseur succeeds Mr. Zartman.

F. S. Guthrie, assistant superintendent of the Houston division of the Galveston, Harrisburg & San Antonio, has been appointed terminal trainmaster at San Antonio, Tex.

W. H. Stillwell, assistant trainmaster of the Chicago Great Western at St. Joseph, Mo., has been appointed trainmaster of the St. Paul & Des Moines, with office at Iowa Falls, Iowa.

W. C. Welch, trainmaster of the Chicago, Burlington & Quincy at Creston, Iowa, has been appointed assistant superintendent of the Brookfield division, with office at Brookfield, Mo.

C. B. Wilburn, general superintendent of the Atlanta, Birmingham & Atlantic, with office at Brunswick, Ga., has been appointed superintendent of the Birmingham division, with office at Talladega, Ala.

The line of the Mexican Central between Tuxpan and Manzanillo was turned over on December 1 to the operating department of the Mexican Central, and all employes on the Tuxpan-Manzanillo line report to the proper officers of the Mexican Central.

J. A. Macgregor has been appointed superintendent of the Fourth district of the Canadian Pacific.

D. D. Freeborn has been appointed terminal superintendent of the Mexican Central at Juarez and El Paso, Tex.

F. W. Rothas has been appointed chief dispatcher of the Montana division of the Oregon Short Line, with office at Pocatello, Idaho.

H. W. Sheridan, assistant superintendent of the Sacramento division of the Southern Pacific, has been appointed superintendent of that division.

D. T. Crawford, trainmaster of the Union Pacific at Kansas City, Mo., has been appointed trainmaster of the Missouri Pacific, at Cornell, Kan.

W. H. Newman, president of the New York Central & Hudson River and of most of its subsidiary companies, has resigned, effective February 1, 1909.

E. M. Graham, agent of the Norfolk & Western at Norfolk, Va., has been appointed general agent and superintendent of terminals at Norfolk.

George S. Cantilo, superintendent of car service of the Canadian Pacific, has been appointed also general superintendent of car service, with office at Montreal, Que.

S. E. Burkhead, inspector of transportation of the International & Great Northern, has been appointed assistant superintendent of the Gulf division, his former office having been abolished.

R. Beeth, chief train dispatcher of the Atchison, Topeka & Santa Fe at Dodge City, Kan., has been appointed trainmaster of the El Paso & Southwestern at Tucumcari, New Mexico.

C. S. Maharg, superintendent of the Canadian Pacific at Saskatoon, Sask., has been transferred as superintendent to Medicine Hat, Alb. T. R. Flett, superintendent at Brandon, Man., succeeds Mr. Maharg, and W. J. Uren, chief dispatcher at Winnipeg, Man., succeeds Mr. Flett.

W. S. Kirby, superintendent of the Chicago, Burlington & Quincy at Ottumwa, Iowa, has been appointed superintendent at Aurora, Ill. W. F. Thiehoff will be superintendent at Brookfield, Mo.

C. H. Doorley is appointed assistant superintendent, H. A. Milligan is appointed trainmaster, and W. C. Thurber is appointed assistant trainmaster of the Chicago, Lake Shore & Eastern Railway.

Allan Purvis, superintendent of the Fourth district, Central division, of the Canadian Pacific, with office at Souris, Man., has been appointed superintendent of the Third district, Pacific division, with office at Nelson, B. C.

Ernest R. Bissell, superintendent of the Lake Erie & Western at Muncie, Ind., has been appointed superintendent of the Peoria division, with office at Lafayette, Ind. J. W. O'Brien, trainmaster at Lima, Ohio, succeeds Mr. Bissell.

Horace G. Burt, who has been employed by the English debenture stockholders to make a physical examination of the Chicago Great Western, has been appointed receiver, succeeding A. B. Stickney, who has resigned as receiver but remains president.

L. C. Ullrich has been appointed assistant to the general manager of the Southern Railway, with office in Washington, D. C. He is to have general charge of the office, the purchasing and distribution of fuel, the dining car department, and will also perform such other duties as may be assigned to him.

S. G. Strickland, general superintendent of the Chicago, St. Paul, Minneapolis & Omaha, with office at St. Paul, Minn., has been appointed assistant general superintendent of the Chicago & North-Western lines east of the Missouri river, with office at Chicago. F. R. Pechin, superintendent of the Wisconsin division of the Chicago & North-Western, succeeds Mr. Strickland. G. W. Dailey, superintendent of telegraph on the North-Western, succeeds Mr. Pechin. William Bennett, assistant division superintendent at Antigo, Wis., succeeds Mr. Dailey. W. F. Armstrong, assistant division superintendent at Escanaba, Mich., succeeds Mr. Bennett. C. E. Helmer, trainmaster at Escanaba, Mich., succeeds Mr. Armstrong, and W. J. Keating succeeds Mr. Helmer.

R. N. Elliott has been appointed terminal superintendent of the Mexican Central at Manzanillo and will have charge of all terminal service, including station, wharves, yards and custom house.

J. D. Brennan, trainmaster of the Gulf division of the International & Great Northern, at Palestine, Tex., has been appointed assistant superintendent of the Houston division of the Galveston, Harrisburg & San Antonio.

S. H. Shults, assistant division superintendent of the Chicago, Burlington & Quincy at Brookfield, Mo., has been appointed superintendent of the Brookfield division, succeeding W. F. Thiehoff, promoted.

M. H. Reynolds, for the last two years in the dispatching and train service offices of the Guadalajara division of the Mexican Central, has been appointed chief dispatcher of the Mexican Railway, with office at Mexico City.

L. B. Lyman, superintendent of the Sterling division of the Chicago, Burlington & Quincy, at Sterling, Neb., has been appointed superintendent of the Wymore division, with office at Wymore, Neb. W. M. Weidenhamer, trainmaster at McCook, Neb., succeeds Mr. Lyman.

A. Galloway, chief inspector of trains and station service of the Southern Pacific, has been appointed general superintendent of the Ocean Shore Railway, with office at San Francisco, Cal. Mr. Galloway has been with the Southern Pacific for five years, and previous to that had been superintendent of the Cincinnati, Hamilton & Dayton for eleven years.

H. J. Temple, superintendent of the Cananea, Yaqui River & Pacific, has been appointed superintendent of the Sonora Railway, with office at Nogales, Sonora, Mex. A. R. Oster will have jurisdiction over the operated lines of the Cananea, Yaqui River & Pacific and Southern Pacific in Mexico, from Empalme south. The line between Zorillo and del Rio has been placed in operation, and the entire line of the Cananea, Yaqui River & Pacific from Lomas Junction to del Rio has become a part of the Cananea division, and will be under the jurisdiction of Mr. Temple.

R. E. Comfort, superintendent of the Interoceanic of Mexico at Puebla, Puebla, Mex., has been appointed general superintendent.



# MENTIONS

Brothers—When writing to the CONDUCTOR, or, in fact, to any department, be sure to give your DIVISION NUMBER and STATE. You have no idea what an amount of work it will save us, and it is such a little thing for you to do.—Ed.

Glad to note that Brother M. H. Reynolds has been appointed chief dispatcher for the Mexican Central railway, out of the City of Mexico.

Glad to note the appointment of H. W. Sheridan as superintendent of the Sacramento division of the Southern Pacific Company. Mr. Sheridan was formerly a member of Division 55, O. N. C.

The pocketbook of Brother G. D. Koonce, of Division 409, containing O. R. C. and Eagle receipts has been stolen at Ft. Smith, Ark. Please advertise in the CONDUCTOR, and notify me if located. A. W. Stanford, Box 157, Salem, Ill.

Brother Chas. Clark, of Division 176, Corning, New York, wishes to thank the Chicago Council for the help received recently in the way of transportation, sympathy and substantial aid. Brother Clark *knows* the Council is a good thing.

Brother A. F. Bowles has been appointed assistant superintendent of the Sacramento division of the Southern Pacific Company. We congratulate Brother B. on his promotion; also Division 111, of which he is a member, and of course the Order in general. There's still room at the top.

Brother T. J. Foley, of Division 1, has been appointed general yardmaster at Parral, state of Chihuahua, Mexico, for the Mexican Central railroad. He wants his old friends on the N. P., Santa Fe, Burlington and North-Western to know he is doing well in the sunny clime of Mexico. The Mexicans know a good thing when they see it.

Remittance slips bearing changes of address for the M. B. D. will not apply to address for THE RAILWAY CONDUCTOR unless so specified by letter accompanying. *Always give your Division Number* when writing to THE RAILWAY CONDUCTOR.

We have received quite a generous response to our request for back numbers of the CONDUCTOR (Jan. 1907 and June 1908), and wish to thank all who have sent them.

Anyone knowing the whereabouts of J. W. Sweeney, kindly communicate with Z. W. Stephenson, 416 Saxon St., Waterloo, Iowa.

Brother H. R. Irvin, of Division 57, has been appointed superintendent of the Helena division of the Missouri and North Arkansas Railroad Company, with headquarters at Searcy, Ark.

The reports of the Interstate Commerce Commission have shown that during ten years 16,363 railway trainmen lost their lives in accidents. This is equivalent to 7.46 deaths per 1,000 employees.

Brother Dan Donoghue has been promoted from passenger conductor between Detroit and Chicago on the Michigan Central to trainmaster at Toledo, Ohio, for the same line. This is a well-deserved promotion and we feel sure he will make good as he has the qualities to make official positions a success.

## Vacant U. S. Public Lands.

Where vacant Government land is located, with brief descriptions by counties, and how to get it under Homestead, Desert, Timber, Coal, Stone, Oil, Saline and other Federal Laws. Also information about State lands in Texas, with valuable tables and particulars about Irrigation and Reclamation Work now in progress under the Government. Sent to any address for 25 cents (stamps received) by The National Tribune, Washington, D.

**The Executive Committee, for the guidance of all matters pertaining to the business of the 32nd Grand Division, Order of Railway Conductors, to be held in Boston, Mass., beginning Tuesday, May 11th, 1909, has been duly elected by the membership in Boston. Information of any kind relative to said meeting, over which this committee has charge, should be addressed direct to**

**C. W. Merrill, Chairman,  
Room 223,  
South Terminal,  
Boston, Mass.**

**542—PRAIRIE CITY, Lethbridge, Alberta, Can. Time and place of meeting not yet determined upon. Will report later.**

**Sam Hayes ..... C  
R. T. Tiffin ..... S  
Organized by S. N. Berry, December 13,  
1908, with twenty-four charter members.**

#### **EDITOR RAILWAY CONDUCTOR:**

Roy S. Slack, in company with two others held up and robbed myself and crew on October 22, last. He has escaped from the Wyandotte county jail. Please publish information given below in your next issue of the CONDUCTOR.

Kansas City, Mo. E. G. BUTCHER.

#### **\$500 Reward.**

For arrest and detention of Roy Samuel Slack in any jail in the United States until officer can come and receive him. Age 17, looks to be 18, height 5 feet 4¾ inches, weight 127 lbs., hair light chestnut, eyes blue, complexion fair, full thick lips, teeth good, usually smiles when speaking, and emphasizes "yes sir" and "no sir" in conversation. Has worked in stone quarry and on railroad grading. Under sentence to the Kansas Reformatory for train robbery, and escaped from the Wyandotte county jail by slugging jailer, on morning of December 8, 1908. Send any information to J. E. Porter, Sheriff, Wyandotte County, Kansas City, Kansas.

Fort Scott, Kan., Nov. 20, 1908.

To all Labor Orders in the State of Kansas:

At a regular meeting of Ft. Scott Division 165, Order of Railway Conductors, held on November 15, 1908, at Ft. Scott, Kan., the following resolution was passed: That this Division endorse the candidacy of Brother C. H. Danner for the office of Commissioner of Labor and Factory Inspector, and that we ask the support of all

organizations who seek to better their conditions in the labor world.

Brother Danner has been a member of the Order of Railway Conductors for twelve years and has identified himself with and given his earnest support to all movements looking to the betterment and uplifting of laboring men in general, and we are sure that any confidence reposed in him will not be abused.

We earnestly solicit your support in his behalf for the office of Commissioner of Labor at the coming election in February, 1909.

We, as the committee appointed by Division 165, Order of Railway Conductors, cheerfully and confidently recommend him as a conscientious worker in the cause of labor and are glad to append our signatures.

R. WILLIAMS  
J. N. MILLER  
W. F. WILSON  
Committee.

Announcements have been received that Storm Shults, a member of La Crosse Division 61, has been appointed superintendent of the Brookfield division of the Burlington, with headquarters at Brookfield, and the announcement is received with much pleasure by Mr. Shults' many friends. Storm Shults' rise in official position with the Burlington since he left La Crosse has been rapid and deserving. About two years ago he left his position as a conductor on the La Crosse division to accept one as trainmaster of the Galesburg division, and at that time moved his family from the north side, where they had lived for many years, to Galesburg. A year later he was promoted to the position of assistant superintendent of the Brookfield division and now has been made superintendent.

In the January number of "Success Magazine," Charles Edward Russell begins a series of articles, "The Break-up of the Parties;" the first is entitled "The Republican Party—Its Glory and Decline." Robert Haven Schauffler writes on "Making Ends Meet on a New England Farm." Cleveland Moffett continues his series on the waste of American wealth abroad in an article, "Fake Art and the Millionaire." Roland Phillips points out the practical phases of the forestry problem in "When the Wood is Gone." The subject of an article by Michael Williams is "The Rat and His Board Bill." "Growing Old a Habit" is by Orison Swett Marden.

The leading stories are "His Big Picture," by G. B. Lancaster; "Entertaining Aunt Melissa," by Mary Heaton Vorse; "The Twice-Told Tale of a Stolen Theater," by Lincoln Steffens, and "Jimmy Pepperton of Oshkazoo," by Robert Barr.

### To Investigate Accidents.

From a circular letter just received from the Union Pacific Railroad company we judge it has adopted the policy of making a public investigation of accidents on the road and of publishing the findings of the investigating committee.

The case just investigated is stated as follows:

"In the matter of Extra 223 east, Engineer Schley, Fireman Christenson, Conductor McCormick, Brakeman Tracy, and Brakeman Duncan, becoming uncontrollable and colliding with Work Extra 1508 at Borie, at 7:40 p. m., November 10, 1908."

Members of the investigating board and the findings were as follows:

Charles C. Hughes, general superintendent, C. & N. W. Ry., retired.

George M. Randall, major general, U. S. A., retired.

Frank D. Baldwin, brigadier general, U. S. A., retired.

W. B. Scott, assistant director of maintenance and operation, Union Pacific System-Southern Pacific Company.

H. H. Forney, general air brake inspector, Southern Pacific Company.

A. L. Mohler, vice president and general manager, Union Pacific Railroad Co.

W. L. Park, general superintendent, Union Pacific Railroad Co.

After an examination of all employees concerned in or having knowledge of the handling of Extra 223 east, down the east side of Sherman Hill on the night of November 10, and from testimony given by a number of experienced engineers, firemen, conductors, brakemen and car inspectors, employed on the Fifth District of Wyoming division, Union Pacific railroad, we find that this train left Laramie and passed Buford in normal condition in every respect, all of which supports the findings of the first board convened to investigate the cause of this accident, as hereinafter quoted, to-wit:

"After having heard the testimony of Conductor McCormick, Brakeman Tracy of Extra 223 east, Engineer Clinton and Fireman Hansen on Work Extra 1508, who were in collision at Borie at 7:40 p. m., November 10, 1908, we have reached the following conclusion:

"As the evidence shows, leaving Buford, Extra 223 had a train line air pressure of ninety pounds; at a point between Ozone and Buford this pressure was reduced to forty pounds, the conductor having stated that frequent applications and releases of air had been made without the necessary time being allowed for the train line to re-charge, we believe that the accident was caused by the improper manipulation of air by Engineer Schley on Engine 223, which resulted in his not having the necessary pressure to control the train when the emergency arose.

"We further find and believe that had prompt and proper response been given by the crew with hand brakes, the speed of this train would have been checked and controlled in ample time to have prevented the accident."

From the general Eight-Hour Committee representing Akron Typographical Union No. 182, Int. Brotherhood Bookbinders, Local No. 5, Akron Printing Pressmen's Union No. 42, Akron Printing Press Assistants' Union No. 5, we have received the following circular which speaks for itself, and to which we call attention of our readers:

Akron, Ohio, Dec. 8, 1908.

### BROTHER UNIONISTS:—

Permit us to again bring to your notice that the publications of The Werner Co., of this city, are produced under non-union conditions. It is the boast of the company that they will not employ a union man.

A number of the books published by the Werner Co., are now being strongly advertised. Among them are: "Makers of History," the works of Muhlbach, "Historians' History of the World," the "20th Century Encyclopedia," and other editions of Encyclopedias under different names. The company is making a special effort, under its own name, to push the sale of the works of Maupassant and of the "New American Encyclopedia Dictionary."

Pay no attention to any claims that may be made, either by advertisements or personal representatives. EVERY PUBLICATION NOW BEING PRODUCED OR MARKETING BY THE WERNER CO. IS THE OUTPUT OF NON-UNION LABOR. There is absolutely no truth in a statement from any source that such is not the case.

Kindly bring this matter to the attention of your membership, and also make it known to union sympathizers in general. And do not overlook book sellers or agents who may be engaged in the sale of these non-union works.

GENERAL EIGHT-HOUR COMMITTEE.

The January Review of Reviews is noteworthy for its treatment of topics related to the movement for the conservation of natural resources. There is a sketch of Gifford Pinchot, the leading personality in the December conference at Washington. An article by Dr. David T. Day, the world's foremost authority on the subject, gives an account of the petroleum resources of this country, embodying much material never before published on this highly important subject. An instructive paper on state control of water-power, by Curtis E. Lakeman, is followed by an illustrated article on "Power from the Farm Brook," by Donald

Cameron Shafer, who shows that an enormous quantity of water-power is permitted to go to waste every year. Also Postmaster-General Meyer makes a cogent plea for postal savings banks, meeting with special force the arguments advanced against the scheme by the banking interests. Besides the editorial discussion there are three contributions to the tariff discussion in the January Review of Reviews—a letter from the Hon. J. A. Tawney, a vigorous indictment of the existing tariff by H. E. Miles, of the Manufacturers' Association, and a paper on "How Canada Looks at American Tariff-Making," by Andrew Macphail.

### FIGHTING TUBERCULOSIS.

#### Modern Woodmen Society Will Conduct Sanatorium for its Members—A Business as Well as a Fraternal Proposition

At the December meeting of the executive council of the Modern Woodmen Society, held at the headquarters of the Society in Rock Island, Ill., it was decided to conduct that Society's sanatorium, located at Colorado Springs, Colo., for the treatment of members afflicted with tuberculosis, free of all charge to members.

The Modern Woodmen Society, several months since, acquired 1,380 acres of land within seven miles of Colorado Springs, and has established thereon an up-to-date sanatorium, the tent colony plan being employed. The first colony plan will be ready for the reception of patients on January 1, 1909, and is equipped to care for sixty patients, to which number admissions must be limited for the present.

The tents are octagonal structures, with shingle roofs, canvas sides, hard wood floors on solid cement foundations, heated by a central plant, equipped with all modern conveniences, such as telephones, etc., and each tent will accommodate one patient. An administration building for physicians, nurses, dining hall, baths of all kinds, etc., stands in the center of the colony.

Dr. J. E. White, formerly of the Nordrach ranch sanatorium, the medical director in charge, states that only those consumptive members who are curable, or whose lives may be prolonged for a considerable length of time, will be admitted as patients. The wisdom of this rule is apparent. Rigid medical examination as a condition precedent to admission will be insisted upon in every case, and special blank forms have been prepared for this purpose.

It is expected that another colony of sixty tents will be ready by July, 1909, and that acceptable patients will be ready to occupy it in full by that time. A movement is already under way to equip the second colony plant. Each tent, completely equipped,

represents an expense of \$250, and a number of local Camps, or lodges, of the Society have decided to donate tents. As there are over 13,000 local Camps of Modern Woodmen, and over 1,000,000 members, it is anticipated that several colonies will soon be equipped in this way.

The members and local Camps of the Society have voluntarily contributed to the Sanatorium fund over \$70,000, and at the last national convention a permanent tax of ten cents per member was voted to the support of this work.

The last official Woodmen reports show that during the years 1891-1907, inclusive, 14.5 per cent of the total mortality, or 5,156 deaths, were charged to tuberculosis, and that 13.9 per cent of the total insurance losses in those years, or \$9,065,000, resulted from this cause. As the mortality experience of the Modern Woodmen Society has been remarkably favorable, being but seventy per cent of the expected at all ages under the National Fraternal congress table, a death rate of but 6.29 per 1,000—or but 4.98 per 1,000, if the experience of the first five membership years be included—the much heavier insurance losses inflicted upon other societies experiencing a higher mortality may be conservatively approximated.

Which prompts this question: If the Woodmen Society, with its exceptionally favorable mortality, finds it to be "good business," as well as good fraternalism, to fight consumption in this way, why should not other fraternal societies, life insurance companies, labor organizations, the national and international church bodies, etc., find it profitable, from the viewpoint of business or benevolence, or both, to take such action?

Each life saved to the Woodmen Society, by means of this sanatorium, will, it is stated, represent a saving of \$1,700—the average amount of the Woodmen policies in force—at an expense for treatment of approximately one-twentieth of that sum. In the broader sense, each life saved means the preservation to the family of its head and bread-winner, and to the state of a useful, self-sustaining citizen.

#### Grand Canyon of Arizona.

Even under the inspiration of a sight of this gigantic wonder of nature we doubt if there has ever been a more beautiful word painting than the following, by Mr. C. A. Higgins:

"Stolid, indeed, is he who can front the awful scene and view its unearthly splendor of color and form without quaking knee or tremulous breath. An inferno, swathed in soft, celestial fires; a whole chaotic underworld, just emptied of primeval floods and waiting for a new creative word; eluding all sense of perspective or dimension, out-

stretching the faculty of measurement, overlapping the confines of definite apprehension; a boding, terrible thing, unflinchingly real, yet spectral as a dream. The beholder is at first unimpressed by any detail; he is overwhelmed by the ensemble of a stupendous panorama, a thousand square miles in extent, that lies wholly beneath the eye, as if he stood upon a mountain peak instead of the level brink of a fearful chasm in the plateau, whose opposite shore is thirteen miles away. A labyrinth of huge architectural forms, endlessly varied in design, fretted with ornamental devices, festooned with lace-like webs formed of talus from the upper cliffs and painted with every color known to the palette in pure transparent tones of marvelous delicacy. Never was picture more harmonious, never flower more exquisitely beautiful. It flashes instant communication for all that architecture and painting and music for a thousand years have gropingly striven to express. It is the soul of Michael Angelo and of Beethoven."

#### Diseases Among Trade Unions.

BY E. GEORGE LINDSTROM.

Taking into consideration the vast percentage of deaths among trade unions, especially among the newspaper element, it is my animus to chronicle a few facts concerning this great and omnipresent question.

Ever since the illustrious Bernardino Ramazzini, of Padua, Italy, penned his great thesis concerning the diseases of trade unions, in 1713, under the title of "*De Morbis Artificum Diatriba*," there has, from time to time, appeared in various newspapers, magazines and journals, necrologies on this subject, but none so important and vitally startling to me as appears in the typographical reports. They go to show that newspaper men are more susceptible to tuberculosis than any other trade, and the vast death rate is alarming, notwithstanding the war and extra precaution taken to stamp out this germ. In some printing offices a strong odor of fumes from the linotype machine are very noticeable to the occasional caller and dangerous to the printers in the long run. I was once employed on a great New York daily where thirty-seven machines were running. Tears rolled down my cheeks and my eyes were as red as blood in the morning, so strong were the fumes from the metal. It was in winter, being cold, and no windows were open, no skylight, and no pipes to carry off these fumes. I soon became accustomed to this, and then did not notice it, but it must be perfectly awful on the lung substances.

As is well known, the union printers, nearly 50,000 in number, have provided themselves with a \$75,000 home at Colorado Springs with a \$20,000 hospital an-

nexed, where the sick receive the best possible care in the best possible climate in this country for first and second degree consumption, but almost fatal to third degree patients, the altitude being too high. The officers tell me that in 1906, out of seventy-seven admitted to the home, forty-four were tubercular; out of sixteen deaths, ten died from tuberculosis; during the past year, out of twenty-two deaths, thirteen were tubercular, and since the institution of the home, out of 203 deaths, 131 died from the white plague. A valuable acquisition to this hospital is the sleeping tents, which proves without question, their efficiency in the treatment of lung trouble. Fully fifty per cent take advantage of this outdoor life, and a marked degree of improvement is noted. These tents are steam heated and lighted with electricity.

While tuberculosis is so susceptible among the printing trades it is nevertheless a disease that is no respecter of other trade unions. Following is a table of percentages of death rate in the various branches of trade of a year ago: Printers, 33.84; blacksmiths, 10.57; cigarmakers, 28.48; carpenters, 13.30; iron workers, 18.62; machinists, 17.77; plumbers, 27.97; plasterers, 17.38; tinners, 18.27; tailors, 17.59; upholsterers, 17.32.

As tuberculosis seems to be most dreaded and predominant, a chart in a recent tuberculosis exhibit gave foreign lands figures which follow: Germany, 611; Ireland, 387; Canada, 92; Russia, 64; Italy, 60; Scotland, 56; Austria, 34; France, 18; Holland, 7.

Among the famous personages who succumbed to the ravages of the white plague are Keats, Von Weber, Rachael, Laenec, Chopin, Schiller, Bastein Le Page, Dr. Robert Koch, and Robert Louis Stevenson. Goethe and Napoleon are said to have cured themselves and escaped death, due directly to this disease.

As procrastination is the thief of time, begin at once to be more solicitous about your health.

#### Getting at the Roots of Crime.

"It is useless to stay the flood of crime by dikes at the mouth of the stream; it must be filtered at its source. Intelligent penology, like intelligent forestry, does not consist merely in cutting down crooked trees; it means work in the nursery, the protection of the growing plants." This is the idea of the new penology as expressed by one of its strongest advocates, Samuel J. Barrows, corresponding secretary of the Prison Association of New York.

This "new idea" of modern philanthropy, this getting at the real roots of the trouble, will be carried out in the coming meeting of the International Prison Congress which convenes in Washington in 1910. Secre-

tary Root, who is, in the sense of the word, an international promoter, has asked Congress for \$50,000 to show the European delegates what this country has accomplished in improved methods of dealing with crime, especially in the direction of juvenile courts, probation, child saving, and other reformatory agencies.

The International Prison Congress is one of the most important deliberative bodies in the world. It was organized in 1871 and, since its first meeting in London in that year, other congresses have met in Stockholm, Rome, St. Petersburg, Paris, Brussels, and Budapest. They have studied criminal law and environment, heredity, alcoholism, administration of courts, treatment of offenders, criminal labor, international comity and international law.

It is to be hoped that Congress will have the same broad viewpoint of Secretary Root and grant an appropriation that will make the 1910 meeting of the International Prison Congress in this country a success.

#### **The Youth's Companion for 1909.**

The amount of good reading given to subscribers to THE YOUTH'S COMPANION during the year is indicated by the following summary of contents for 1909: 50 star articles contributed by men and women of wide distinction in public life, in literature, in science, in business, in a score of professions. 250 capital stories including six serial stories; humorous stories; stories of adventure, character, heroism. 1000 up-to-date notes on current events, recent discoveries in the world of science and nature, important matters in politics and government. 2000 one-minute stories, inimitable domestic sketches, anecdotes, bits of humor, and selected miscellany. The weekly health article, the weekly woman's article, timely editorials, etc. A full announcement of the new volume will be sent with sample copies of the paper to any address on request. The new subscriber for 1909 who at once sends \$1.75 for the new volume (adding 50 cents for extra postage if he lives in Canada) will receive free all the remaining issues for 1908, including the double holiday numbers; also THE COMPANION's new calendar for 1909, "In Grandmother's Garden," lithographed in thirteen colors.

THE YOUTH'S COMPANION,  
144 Berkeley Street, Boston, Mass.

#### **The National Bison Range in Montana.**

The bison range in the Flathead Indian Reservation in Montana, to establish which Congress, at its last session, appropriated \$40,000, has been selected. The location of the range is the one recommended by Prof. Morton J. Elrod, of the University of Montana, after he had carefully examined several parts of the country. It lies directly

north of the Jocko river near the towns of Ravalli and Jocko. Approximately 12,800 acres are embraced in the tract, which will be fenced in a substantial manner under the direction of the engineering department of the United States Forest Service.

Of the \$40,000 appropriated, only \$10,000 will be available for fencing the range and constructing the shelter sheds and other buildings necessary for the proper maintenance and care of the bison. The remaining \$30,000 will be paid to the owners of the land, many of whom are Indians. Funds for the purchase of bison are being raised under the auspices of the American Bison Society, which was largely instrumental in securing the appropriation.

The first person to spend actual money in the effort to preserve the American bison from total extinction was the late Austin Corbin, who, many years ago, fenced some 6,000 acres at Blue Mountain Park, New Hampshire, and secured a herd of bison. The Corbin herd became, in course of time, the inspiration of the national movement which is now furthered by the American Bison Society. This Society, of which President Roosevelt is honorary president, and William T. Hornaday, director of the New York Zoological Park, is president, was founded in 1904, and the Montana bison range is directly the results of its efforts.

Details of the management of the herd in the new national bison range will be worked out as soon as the herd is purchased, when the construction work on fences and buildings will also be begun.

#### **President Eliot and Professor Palmer at a Reception to Harvard Students.**

Professor Palmer said: "Gentlemen, I know of no better way of welcoming you here than to explain some of our most striking customs. Almost alone among universities of this country we have been able to maintain a daily prayer meeting through a long term of years. I believe this exercise we have is one of the most devout, one of the most refreshing religious exercises you have ever seen. \* \* \* In the first place it helps me to start my day, and I think that is a matter of great consequence to most of us here. It is a kind of inward bath. I regard this as a very valuable thing. I get a great intellectual stimulus. There is one common spirit pervading the whole place. Once in a day to lose one's self in the whole company of God's people and to feel that one does not stand solitary before one's Maker but, on the contrary, appears there merely as a member of His great family, actuated by one spirit—this is an ennobling experience. \* \* \* We are dealing here at chapel with a piece of the greatest literature in the world. Day by day I go there and hear a section of the Bible read. We all know the advantages from time to

time of consciously bowing the head in reverence. Reverence is perhaps the highest prerogative of man. He who grows irreverent has lost his heritage. I know very well how many young men desire to turn from these matters and to imagine that religion is an interest of a few and of the weak. But it is a vast mistake. Religion is one of the greatest forces in the world. Come from time to time into the very presence of God. Bow yourselves before him. Do your duty in view of his law, and in that law find your daily delight."

President Eliot said that "the danger that confronts the young man, today, is the danger of yielding to vicious temptations. Now that is a bodily danger and by befouling your bodies you may defeat the whole object of life. Avoid that danger, gentlemen. That way comes the only absolute ruin that I have seen come upon young men of promise, as I have lived here for nearly sixty years—the only absolute ruin that I have seen come upon young men is through the destruction of the bodily health in consequence of vice. Never experiment with any vice. A great safeguard is hard work. Let the good crowd out the evil. Never believe health demands of you vicious practices."

Indianapolis, Ind., Nov. 25, 1908.

EDITOR RAILWAY CONDUCTOR,  
Cedar Rapids, Ia.

DEAR SIR:—Enclosed herewith find pamphlet containing list of magazines and periodicals of general circulation, published under union and non-union conditions, for the guidance of friends and supporters of "fair wages, fair hours and fair conditions," and issued by the International Typographical Union.

We will be pleased to send a copy of this pamphlet to any trade unionist or citizen who is a supporter of "fair wages, fair hours and fair conditions." The pamphlet contains a list of union and non-union publications, and it is for the supporter of "fair wages, fair hours and fair conditions" to make his choice from the classification in such manner as in his judgment will best represent his principles.

I will appreciate space in your publication for this communication. Those desiring a copy of the pamphlet in question will please address me at 635-639 Newton-Claypool Building, Indianapolis, Indiana.

With assurances of gratitude for courtesies extended, I am

Fraternally yours,

JAMES M. LYNCH,  
President I. T. U.

### What's in McClure's.

An important feature of McClure's Magazine for January is the first installment of "Marriage a la Mode," a new novel by Mrs. Humphrey Ward, dealing with American life. Then there is a great story of the South Seas, "The House of Mapuhi," by Jack London, and five other good, strong short stories. The articles are fully up to the McClure standard. An educated man who went into the saloon business tells of his experiences; General Kuropatkin declares that the Treaty of Portsmouth was a premature and dangerous peace and cites facts to prove it; Dr. Brandreth Symonds gives some interesting figures on the mortality of overweight and underweights; James L. Ford contributes a paper on "The Appeal of the Stage," and Will C. Barnes has some interesting things to say about wild horses.

### Nothing.

"Nature plans well for mankind's needs."

"I should say so. What could be more convenient than ears to hook spectacles over?"—Washington Herald.

### Autumn Poem.

The naked hills lie wanton to the breeze,  
The fields are nude, the groves unfrocked.  
Bare are the limbs of shameless trees—  
No wonder the corn is shocked.

—Anonymous.

### FREDERICK BEAUMONT

A railroad conductor, in El Paso, Texas, in 1883, or his heirs, or any one knowing him, please communicate with

Z. L. COBB, Lawyer,  
Guaranty Trust Bldg. EL PASO, TEXAS.

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# OBITUARY

AHEARN—Brother D. Ahearn, Division 24, St. Albans, Vt.  
 ALLEN—Brother O. D. Allen, Division 410, Belle Plaine, Ia.  
 BIGELOW—Brother C. H. Bigelow, Division 50, Hartford, Conn.  
 BACHMAN—Brother W. A. Bachman, Division 427, Alliance, Neb.  
 BAILEY—Brother W. H. Bailey, Division 40, St. Paul, Minn.  
 BLANTON—Brother J. V. Blanton, Division 419, Shreveport, La.  
 BARRETT—Brother E. Barrett, Division 413, Boston, Mass.  
 CASON—Brother J. W. Cason, Division 412, Fresno, Cal.  
 DONELSON—Brother A. L. Donelson, Division 103, Indianapolis, Ind.  
 DREANY—Brother T. J. Dreany, Division 242, North Bay, Ont.  
 DECKER—Brother G. C. Decker, Division 384, Tottenville, N. Y.  
 FLEMING—Brother A. F. Fleming, Division 1, Chicago, Ill.  
 FIELD—Brother F. Field, Division 92, Terre Haute, Ind.  
 FOWLER—Brother W. H. Fowler, Division 91, Portland, Ore.  
 GILLILAND—Brother W. M. Gilliland, Division 143, Harrisburg, Pa.  
 HILAND—Brother W. M. Hiland, Division 142, Rawlins, Wyo.  
 HOOVER—Brother W. H. Hoover, Division 55, Kansas City, Mo.  
 JENNER—Brother W. G. Jenner, Division 317, New Haven, Conn.  
 JENKS—Brother D. Jenks, Division 129, Halstead, Pa.  
 JONES—Brother H. D. Jones, Division 351, Portsmouth, O.  
 KENNEY—Brother S. R. Kenney, Division 29, Ottawa, Ont.  
 KELLER—Brother G. Keller, Division 107, Cincinnati, O.  
 KLEIN—Brother G. H. Klein, Division 22, Sanborn, Ia.  
 LONG—Brother C. G. Long, Division 144, Derry Station, Pa.  
 MASON—Brother E. L. Mason, Division 159, City of Mexico, Mex.  
 MITCHELL—Brother J. B. Mitchell, Division 118, Kankakee, Ill.  
 MUNDY—Brother T. C. Mundy, Division 108, New Orleans, La.  
 MITCHELL—Brother C. Mitchell, Division 17, Toronto, Ont.  
 MOSEY—Brother L. G. Mosey, Division 447, Carnegie, Pa.  
 McDERMOTT—Brother J. McDermott, Division 159, City of Mexico, Mex.  
 McLELLAN—Brother S. McLellan, Division 203, Truro, N. S.  
 McALLISTER—Brother E. H. McAllister, Division 48, Detroit, Mich.  
 McNEELEY—Brother R. J. McNeeley, Division 36, Pueblo, Colo.  
 NELSON—Brother W. H. Nelson, Division 421, Amarillo, Tex.  
 NEWELL—Brother J. Newell, Division 447, Carnegie, Pa.  
 PETERSON—Brother F. Peterson, Division 383, Lafayette, La.  
 PRICHARD—Brother C. Prichard, Division 351, Portsmouth, O.  
 PETTY—Brother G. E. Petty, Division 103, Indianapolis, Ind.  
 RUSHTON—Brother W. J. Rushton, Division 214, Moncton, N. B.  
 SMITH—Brother W. A. Smith, Division 173, Chadron, Neb.  
 SLOAN—Brother W. E. Sloan, Division 48, Detroit, Mich.  
 SHEPHERD—Brother W. L. Shepherd, Division 194, Brookfield, Mo.  
 WORKING—Brother J. W. Working, Division 31, Burlington, Ia.  
 WELLS—Brother S. Wells, Division 417, Woodsville, N. H.  
 WILSON—Brother W. H. Wilson, Division 14, Cleveland, O.

CAMERON—Father-in-law of Brother J. H. Archer, Division 14, Cleveland, O.  
 CARTRIGHT—Mother of Brother W. B. Cartright, Division 139, Knoxville, Tenn.  
 DILLS—Father of Brothers G. T. and B. R. Dills, Division 308, Mt. Carmel, Ill.  
 INKMAN—Wife of Brother W. J. Inkman, Division 266, Big Springs, Tex.  
 KIGHT—Mother of Brother A. A. Kight, Division 196, Jacksonville, Fla.  
 McCLAREN—Son of Brother John McClaren, Division 384, Tottenville, N. Y.

# ORDER OF RAILWAY CONDUCTORS OF AMERICA.

## General Information Relative to Mutual Benefit Department.

Assessment No. 496 is for death of James Newell, December 23, 1908. See Article 27, Laws Governing Mutual Benefit Department.

### BENEFITS PAID FROM NOVEMBER 1 to NOVEMBER 30, 1908

BEN. NO	NAME	DIV.	CERT. NO.	SERIES	AMOUNT	FOR	CAUSE
5113	H. B. Crockett	155	3800	A	\$1000	Death	Heart Failure
5114	J. M. Lynch	416	3971	A	1000	Death	Accident
5115	D. E. Garlick	90	10147	A	1000	Dis.	Loss of Leg
5116	E. E. Cole	176	2091	B	2000	Death	Typhoid Fever
5117	A. L. Leese	364	8363	B	2000	Death	R. R. Accident
5118	J. C. Kendall	175	9902	B	2000	Death	Gun Shot Wound
5119	Thos. B. Orris	449	11267	B	2000	Death	Consumption
5120	Richard Rickard	200	12525	B	2000	Death	Tropical Fever
5121	J. H. Griffin	100	12779	B	2000	Death	Paralysis
5122	G. F. Miller	204	1620	C	3000	Death	Bright's Disease
5123	D. W. Myers	53	4153	C	3000	Death	Heart Failure
5124	F. J. Cadarette	240	3395	A	1000	Death	R. R. Accident
5125	A. D. Madison	424	3539	A	1000	Death	Pulmonary Tuberculosis
5126	W. B. Morrill	54	4942	A	1000	Death	Pneumonia
5127	J. E. Moore	210	6517	A	1000	Death	Acute Cardiac Failure
5128	D. E. Camp	100	8721	A	1000	Death	R. R. Accident
5129	Thos. T. Page	100	9728	A	1000	Death	Acute Peritonitis
5130	Jno. Sellinger	12	444	B	2000	Death	Apoplexy
5131	W. Wene	381	1735	B	2000	Death	R. R. Accident
5132	W. H. Eller	382	3338	B	2000	Death	Paralysis
5133	H. W. Bales	326	10664	B	2000	Death	R. R. Accident
5134	M. W. Judd	354	14448	B	2000	Death	Gastric Ulcer
5135	F. W. Long	49	16768	B	2000	Death	R. R. Accident
5136	C. Weddle	175	1162	C	3000	Death	Abcess of Liver
5137	W. H. Jackson	1	4892	C	3000	Death	Heart Failure
5138	Thos. S. Gundy	114	9659	A	1000	Death	Diabetes
5139	A. D. Hayworth	436	1219	C	3000	Death	Peritonitis
5140	A. L. Chandler	389	3563	C	3000	Death	Cerebral Hemorrhage
5141	C. R. Mulvihill	145	408	B	2000	Death	Paralysis
5142	C. H. Fout	217	4357	A	1000	Dis.	Loss of Leg
5143	E. F. Kearney	419	2301	A	1000	Death	Chronic Nephritis
5144	J. T. Mullin	—	1354	B	2000	Death	Disease of Heart
5145	A. N. Ritter	162	4988	A	1000	Death	Sarcoma
5146	S. J. Berry	276	10034	A	1000	Death	Typhoid Fever
5147	C. E. Henley	112	10075	A	1000	Death	Tuberculosis
5148	W. T. Long	416	9738	A	1000	Death	Accident
5149	J. B. Foster	362	6080	B	2000	Death	Cerebral Hemorrhage
5150	G. W. Zerwas	40	6668	B	2000	Death	R. R. Accident
5151	E. H. Green	414	5655	C	3000	Death	Typhoid Fever
5152	S. O. Yenger	213	6319	A	1000	Death	Heart Failure
5153	J. H. Manor	149	3958	B	2000	Death	Typhoid Fever
5154	J. J. Flynn	87	14001	B	2000	Death	R. R. Accident
5155	C. P. Clarke	345	9645	B	2000	Death	R. R. Accident
5156	C. L. Campbell	323	7778	C	3000	Death	R. R. Accident
5157	C. H. Laker	30	6018	C	3000	Death	R. R. Accident
5158	E. H. Thomas	61	2512	C	3000	Death	Diabetes
5159	Geo. Gourlay	305	12704	B	2000	Death	Explosion of Gasoline
5160	D. S. Hall	154	3020	C	3000	Death	Acute Brights
5161	Geo. H. Bebout	471	12746	B	2000	Death	R. R. Accident
5162	R. Palmer	310	5786	A	1000	Death	General Paresis
5163	J. T. Owens	51	3433	C	3000	Death	Peritonitis
5164	J. P. Wickens	43	878	B	2000	Death	R. R. Accident
5165	W. H. Brittingham	71	8972	B	2000	Death	Cerrrhosis of Liver

### NUMBER OF MEMBERS ASSESSED.

Series A, 13,226; Series B, 16,639; Series C, 8,052; Series D, 384; Series E, 55. Amount of Assessment No. 496, \$72,471.00.

### FINANCIAL STATEMENT.

Received on Mortuary Assessment to November 30, 1908	\$10,985,078.15
Received on Reserve Fund Assessment to November 30, 1908	594,047.11
Received on Expense Assessment to November 30, 1908	123,155.80
Received on Applications, etc., to November 30, 1908	167,034.20
	<b>\$11,869,315.26</b>
Total Amount of Benefits paid to November 30, 1908	\$10,553,567.00
Total Amount of Expenses paid to November 30, 1908	285,215.77
To the Credit of Mortuary Fund, November 30, 1908	431,511.15
To the Credit of Reserve Fund, November 30, 1908	594,047.11
To the Credit of Expense Fund November 30, 1908	4,374.28
	<b>\$11,869,315.26</b>

### EXPENSES PAID DURING NOVEMBER.

Sundry expense, \$29.30; Postage, \$788.00; Stationery and Printing, \$872.81; Salary, \$352.00; Fees returned, \$12.00.

W. J. MAXWELL, Secretary.

<b>ALABAMA.</b>	Savanna... 78	Worcester... 237	Trenton... 294	Connellsville... 357	<b>W'S'H'K'GT'N</b>
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C. Chief Conductor. S. Secretary. Names in *italic type* are Cipher Correspondents.  
Postoffice address of Division officers is same as location of Division, unless otherwise noted.

1—CHICAGO, Chicago, Ill., 1st & 3d Sun., 2 p. m., Commandery hall, 18th floor Masonic Temple. C. A. Pinney, 7245 Jackson ave...C Chas. H. Warren, 6230 Ellis ave. ....S	10—SOUTHERN TIER, Sayre, Pa., 1st & 3d Sun., 7:30 p. m., Traimen's hall F. D. Gillen, 446 E. Chemung st., Waverly, N. Y. ....C M. O'Brien, 125 Park Place, Waverly, N. Y. ....S	20—GARFIELD, Collinwood, O., 1st & 3d Sun., 2 p. m., K. P. hall. J. H. Berger, 923 Manning...C R. W. Pierce, 899 Manning...S
2—BUFFALO, Buffalo, N. Y., 1st, 3d, & 4th Sun., 2 p. m., A. O. U. W. hall, Main & Court sts. O. D. France, 62 Glenwood...C A. Keating, 458 S. Division st. S	11—NEWTON, Newton, Kans., 1st & 3d Sun., 2 p. m., K. P. hall, corner 5th & Main. E. H. Kitching, 401 E. 2d st...C J. McCabe, 616 E. 4th st....S	21—CRESTON, Creston, Ia., 2d & 4th Sun., 2 p. m., Potter Post hall. W. H. Longstreet, 301 S. Birch st. ....C J. T. Reynolds, 213 Adams st. S
3—ST. LOUIS, St. Louis, Mo., 2d & 4th Sun., 1:30 p. m., Park & Jefferson aves. E. E. Williams, Kirkwood, Mo. C Jno. J. Murphy, Webster Groves, Mo. ....S	12—LACKAWANNA, Scranton, Pa., 2d & 4th Sun., 2:15 p. m., German Odd Fellows' hall. Daniel Howley, 320 R. R. ave. C Geo. Frounfelter, 1137 Rock st. S	22—MASON CITY, Sanborn, Ia., 1st Sun., 10:30 a. m., 3d Sun., 2 p. m., I. O. O. F. hall. Geo. N. McCulloh...C J. L. Sullivan, box 28...S
4—MARSHALL, Oskaloosa, Ia., 1st & 3d Mon., 7:30 p. m., Foresters' hall. Geo. W. Russell, 523 N. B st. C J. W. Shreve, 631 N. C st. ....S	13—UNION, St. Thomas, Ont., 2d & 4th Sun., 2 p. m., B. of L. F. hall, Talbot st. Pat Handley, 29 Alma st....C John MacKenzie, 50 Gladstone. S	23—SYLVANIA, Tamaqua, Pa., 1st & 3d Sun., 2 p. m., I. O. O. F. hall. W. E. Houser, 119 Pine st...C R. J. Kanimer, 155 Orwigsburg st. ....S
5—COLLINS, Baltimore, Md., 1st & 3d Sun., 2 p. m., Sunnonsburg hall, Baltimore & Green sts. Theo. Shafer, 723 Canton st. C F. F. Hoffmeister, 1722 Wilkens. S	14—CLEVELAND, Cleveland, O., 2d & 4th Sun., 2 p. m., Pythian Temple, Huron Road. W. C. Aldrich, 2924 E 72d st..C J. H. Archer, 5228 Lake Shore Blvd., Collinwood, O. ....S	24—ST. ALBANS, St. Albans, Vt., 1st & 3d Sun., 2:30 p. m., Morten's hall, Main st. James O'Heare, High st. ....C H. N. Lampman, 3 Cedar st...S
6—BATTLE CREEK, Battle Creek, Mich., every Wed., 2 p. m., K. O. T. M. hall, 18 E. Main st. A. E. Shepard, 29 N. Union st. C M. H. Chadwick, 91 S. Monroe. S	15—STRATFORD, Stratford, Ont., 2d & 4th Sun., 2:30 p. m., Societies hall. M. D. Hushin, 137 Nile st...C R. T. Buchanan, 37 Milton st. S	25—MAPLE CITY, Ogdensburg, N. Y., 1st & 3d Sun., 1 p. m., Maccabee hall. E. A. Prichard, 103 Montgomery st. ....C Jas. Baldwin, 91 Knox st....S
7—HOUSTON, Houston, Tex., every Mon., 2 p. m., K. of P. hall, 113½ Main st. Thos. D. McDonald, 2802 ave. H., Galveston, Tex....C R. E. Lee Jenkins, 1019 Texas. S	16—LONDON, London, Ont. 1st & 3d Sun., 2 p. m., K. P. hall. R. McDougall, 522 Princess av. C H. J. Heath, Hyde Park, Ont..S	26—TOLEDO, Toledo, Ohio, 2d & 4th Sun., 2 p. m., Pythian Castle, Jefferson & Ontario. A. B. Jones, 1672 Western ave. C H. C. Hatcher, 510 Cherry st..S
8—ROCHESTER, Rochester, N. Y., 1st & 3d Sun., 3 p. m., Reynolds' Arcade hall. F. T. Everett, 24 Arlington st. C J. O. Speiman, 83 Clifton st...S	17—TORONTO, Toronto, Ont., 1st & 3d Sun., 2:30 p. m., Occident hall, Queen & Bathurst. John Buller, 7 Classic ave....C G. A. Riley, 896 College st....S Wm. J. Gray, 95 Kenilworth	27—ARNUM, Hamilton, Ont., 1st & 3d Sun., 2:30 p. m., A. O. U. W. hall, 24 S. McNab. Jas. McMahon, 198 Gibson ave. C A. Cameron, 297 York st....S J. E. Oldfield, 150 Catherine st.
9—ELMIRA, Elmira, N. Y., 2d & 4th Sun., 3 p. m., I. O. O. F. Temple. Thos. Lynch, 357½ W. Clinton. C G. W. Grantier, 460 South ave. S	18—MAGNOLIA, Temple, Tex., every Mon., 3 p. m., O. R. C. hall. R. E. Kilpatrick, 114 N. 7th. C H. W. Smith, 515 N. 1st st....S	28—CARVER, Atchison, Kans., 2d & 4th Sun., 2:30 p. m., Masonic hall, 6th & Commercial. James J. Kelly, 1101 N. 5th. C H. P. Ming, box 28...S

29—**RANDOLPH**, Ottawa, Ont.,  
2d & 4th Sun., 2 p. m., Vic-  
toria hall, Albert st.  
J. B. Brown, 31 Florence st...C  
D. B. Morris, 305 Bronson ave...S

30—

31—**STAR**, Burlington, Iowa, 1st  
& 3d Sun., 2:15 p. m., W. O.  
W. hall, Washington & 4th sts.  
J. P. O'Keefe, 1003 Summer...C  
R. W. Robinson, 126 Marietta...S

32—**KEYSTONE**, Meadville, Pa.  
every Sun., 3 p. m., I. O. O.  
F. temple, Center st.  
D. B. Coyle, 1219 Park ave...C  
W. B. Greene, 111 Pine st...S

33—**CLINTON**, Clinton, Iowa,  
1st & 3d Mon., 2 p. m., K. P.  
hall.  
Thos. Gavin, 103 N. 3d st...C  
N. J. Oakes, 411 8th ave...S  
Geo. H. Steele, 371 8th ave.

34—**BOONE**, Boone, Iowa, 2d  
Mon., 1:30 p. m., 4th Mon.,  
9 a. m., Hile hall.  
S. M. Wooster, 12th st...C  
Jas. H. Driscoll...S  
J. H. Phillips, 212 Benton st.

35—**NORTH PLATTE**, North  
Platte, Neb., 2d & 4th Mon.,  
2 p. m., K. P. hall.  
S. C. McComber...C  
E. G. Weston, 703 E. 4th st...S

36—**ARKANSAS VALLEY**, Pue-  
blo, Colo., every Sun. 2 p. m.,  
Amherst bldg., 2d & Main st.  
C. A. Black, 102 Center st...C  
W. P. Hastings, care Crews-  
Beggs D. G. Co...S

37—**DELAWARE**, Phillipsburg,  
N. J., 1st & 3d Sun., 2 p. m.,  
Ortygia hall, Hanover st.  
William F. Amey, 30 Market...C  
C. Fishbough, 55 Bennett st...S

38—**DES MOINES**, Des Moines,  
Iowa, 1st & 3d Sun., 10 a. m.,  
I. O. O. F. hall, 615 Locust st.  
E. G. Potter, 1149 19th st...C  
J. C. Walker, 418 4th st...S

39—**HANNIBAL**, Hannibal, Mo.  
1st & 3d Sun., 2:30 p. m., K.  
P. hall, No. 5, Broadway.  
L. G. Minor, 216 4th S. S...C  
J. M. Willett, 219 S. 7th st...S

40—**ST. PAUL**, St. Paul, Minn.,  
1st & 3d Sun., 3 p. m., K. of C.  
hall, 409 Cedar st.  
C. E. Fitzgerald, 734 Laurel...C  
H. A. Baxter, 352 Moore blk...S

41—**MAJOR MORRIS**, Blue Is-  
land, Ill., 2d & 4th Sun., 10  
a. m., Masonic hall.  
E. B. Morrill, 7627 Eggleston  
ave., Chicago, Ill...C  
E. W. Dee, 7509 Goldsmith  
ave., Chicago, Ill...S

42—**TRENTON**, Trenton, Mo.,  
1st & 3d Sun., 2 p. m., I. O.  
O. F. hall, 415 Water st.  
McW. Williams, 711 Prospect...C  
H. Ginn, 401 Cedar st...S

43—**CENTRAL**, E. Syracuse, N.  
Y., 1st & 3d Sun., 2:30 p. m.,  
2d & 4th Mon., 8 p. m., B.  
R. T. hall.  
E. W. Tillotson...C  
M. E. Sarr...S

44—**DENVER**, Denver, Colo.,  
Mon., 2 p. m., Odd Fellows'  
hall, 1543 Champa st, 3d floor.  
W. S. Ammon, 545 S. Wash-  
ington st...C  
F. D. Elliott, 209 Continental  
bldg...S

45—**CHAPMAN**, Oneonta, N. Y.,  
2d & 4th Sun., 2:30 p. m.,  
Willen Bank, Main st.  
Wm. Murray, 19 Otsego st...C  
F. W. Miller, 17 River st...S

46—**MILWAUKEE**, Milwaukee,  
Wis., 1st & 3d Sun., 2 p. m.,  
Odd Fellow's hall, Grand ave.  
J. C. Cummings, 110 18th st...C  
F. J. Vebber, 694 Cramer st...S

47—**NORTH STAR**, Winnipeg,  
Man., 2d & 4th Sun., 14 k.,  
Commercial Travelers' hall,  
King & Bannatyne.  
H. E. Barker, 511 Gertrude...C  
T. F. Glenwright, 692 Lang-  
side st...S

48—**DETROIT**, Detroit, Mich.,  
1st & 3d Sun., 2 p. m., Golden  
hall, 32 Michigan ave.  
Geo. H. Lyon, 153 Willis ave...C  
W. H. McAllister, 191 Farns-  
worth ave...S

49—**MOBERLY**, Moberly, Mo.,  
2d & 4th Sun., 2:30 p. m.,  
Rathwell bldg., Reed & Wil-  
liams st.  
Sam Riley...C  
E. W. Jarvis...S

50—**HARTFORD**, Hartford,  
Conn., 2d Sun., 2 p. m., K. P.  
hall, 11 Central Row.  
C. S. Brigham, 10 Belden st...C  
C. H. Curtiss, 255 Main st.,  
Bristol, Conn...S

51—**TYRONE**, Tyrone, Pa., 1st  
Sat. in Dec., 1st Wed. in Jan.,  
and so on in alternate months,  
G. A. R. hall.  
Harry F. Bell, 1020 Lincoln...C  
Thos. S. Minary, 19 Commer-  
cial st., Lock Haven, Pa...S

52—**NEVERSINK**, Port Jervis,  
N. Y., 2d & 4th Sun., 1 p. m.,  
K. P. hall, Wickham bldg.  
A. T. Perry, 8 High st...C  
Thos. E. Gray, 69 Ball st...S

53—**LONE STAR**, Denison, Tex.  
2d & 4th Sun., 2 p. m., O.  
R. C. hall, 221½ Main st.  
L. H. Woodmansee, 422 N.  
Burnett ave...C  
R. T. Arthur, 700 W. Owings...S

54—**NEW YORK CITY**, New  
York, N. Y., 1st & 3d Sun.,  
1:30 p. m., 155 E. 58th st.  
C. D. Cramer, 952 Lafayette  
ave., Brooklyn, N. Y...C  
C. F. Heitsman, 609 Van  
Buren st., Brooklyn, N. Y...S

55—**KAW VALLEY**, Kansas  
City, Mo., every Mon., & 1st  
Sat., 2 p. m., Arlington hall,  
10th & Walnut sts.  
E. H. Smith, 1514 Olive...C  
Geo. W. Rose, 305 Ord st...S

56—**S. C. PRIEST**, Albany, N.  
Y., 3d Sun. 2:30 p. m., Pythian  
hall, 50 State st.  
E. S. Herrick, 46 Clinton ave...C  
M. C. Ekins, 67 N. Pearl st...S

57—**EVERGREEN**, Fort Worth,  
Tex., Mon.—Jan. 11, Feb. 1 &  
22, Mch. 15, Apr. 5 & 26, May  
17, June 7 & 28, Wed.—Jan.  
20, Mch. 3, May 5, I. O. O. F.  
hall, 2 p. m.  
J. A. Starling, 5th & Main sts...C  
M. S. Bogert, 222 Broadway...S

58—**VALLEY CITY**, Cedar Rap-  
ids, Ia., 2d & 4th Sun., 2:30 p.  
m., Canfield hall, 422 2d ave.  
J. Nauholz, 1507 4th ave...C  
F. A. Holloway, 1204 4th ave...S

59—**ALAMO**, Texarkana, Ark.,  
2d & 4th Tues., 8 p. m., K. &  
L. of Honor hall, 221 Vine st.  
C. H. Moss, 220 W. 13th st...C  
C. R. Johnson, box 85...S

60—**QUEEN CITY**, Sedalia, Mo.  
1st & 3d Sun., 2:30 p. m., K. P.  
hall, 114 E. 5th st.  
H. N. Reid, 506 E. 10th st...C  
J. W. Mallory, 313 Ohio st...S

61—**LACROSSE**, LaCrosse, Wis.,  
1st & 3d Sun., 2:30 p. m., K.  
P. hall, 715 Rose st.  
Jno. Wheldon, 627 S. 5th st...C  
E. A. Sloane, Post Office...S

62—**TRIUMPH**, Lyndonville,  
Vt., 3d Sun. 2 p. m. Cheney's Bk.  
T. B. Flint, St. Johnsbury, Vt...C  
C. L. Hayes, Box 58, Newport,  
Vt...S

63—**SAN JUAN**, Durango, Colo.,  
4th Sun., 8 p. m., K. P. hall.  
I. J. Lyons, 833 4th ave...C  
B. Gogarty, 1115 4th ave...S

64—**ERIE**, Erie, Pa., 1st & 3d  
Sun., 2:30 p. m., B. of L. E.  
hall, 1220 State st.  
Hugh D. Rooney, 1112 Walnut...C  
Chas. A. Root, 919 E. 21st st...S  
Dan Scarry, 461 W. 17th st.

65—**CAMPBELL'S LEDGE**, Pitts-  
ton, Pa., 1st & 3d Sun., 2:30  
p. m., Booth's hall, S. Main st.  
F. C. Brown, 470 N. Main st...C  
D. W. Howell, 39 Montgomery  
st., W. Pittston, Pa...S

66—**PINE TREE**, Portland, Me.,  
3d Sun., 2 p. m., Rossini hall,  
80 Exchange st.  
D. J. Murphy, 178 Stevens ave...C  
W. Sprague, 810 Congress st...S

67—**WATERLOO**, Waterloo, Ia.,  
1st Sun., 2:30 p. m., 3d Sun.,  
9:30 a. m., Kurth hall 1027½  
E. 4th st.  
G. L. Ward, 55 Franklin st...C  
H. G. Searles, 421 Argyle st...S

68—**BARABOO**, Baraboo, Wis.,  
1st & 3d Sun., 2 p. m., B. L.  
E. hall, 3d st.  
A. E. Cook, 339 5th st...C  
H. G. Gropp, 304 10th ave...S

69—**EL PASO**, El Paso, Tex.,  
every Sat., 2 p. m., K. P. hall,  
Texas & Meza ave.  
G. L. Stockwell, 319 S. Vir-  
ginia st...C  
George H. Aiken, box 455...S

70—**MONTEZUMA**, East Las  
Vegas, N. M., every Fri., 9:30  
a. m., O. R. C. hall, 618½  
Douglas ave.  
J. Quinn, Box 61...C  
J. M. Lesney, 924 4th st...S

71—**CHATTAHOOCHEE**, Col-  
umbus, Ga., 1st & 3d Mon.,  
7:30 p. m., N. E. cor. Brd. &  
11th sts.  
Chas. Reichert, 1320 4th ave...C  
C. E. Cole, 1442 4th ave...S

72—**FARGO**, Jamestown, N. D.,  
2d & 4th Sun., 2 p. m., White  
& Henderson hall.  
John Tracy, 1009 W. Main st...C  
E. J. Knowles, 229 3d ave...S

73—**ASHTABULA**, Ashtabula,  
O., 1st & 3d Sun., 2:30 p. m.,  
O. R. C. hall, Tyler blk, Main.  
L. M. Robinson, 256 Main st...C  
A. H. Chapin, 5 Fisk st...S

74—HENWOOD, Decatur, Ill., 1st & 3d Sun., 2:30 p. m., K. P. hall, Water st.  
F. H. Scott, 526 N. Morgan st.  
J. B. Oldridge, 1253 E. Eldorado st. ....S

75—MT. ROYAL, Montreal, Que., 2d & last Mon., 1:30 p. m., Unity hall, Wellington st.  
H. Gendron, 875 Wellington st.  
T. Anderson, 50 Charron st. ....S

76—SAN ANTONIO, San Antonio, Tex., every Sat., 3 p. m., Market & Presa sts.  
Jno. Bollens, 505 Goliad st. ....C  
W. A. Shafer, box 313. ....S

77—PALESTINE, Palestine, Tex., every Sat., 3 p. m., K. P. hall, Main st.  
T. H. Fitts, 306 S. Sycamore st.  
A. D. Boggs. ....S

78—ROBINSON, Savanna, Ill., 2d & 4th Sun., 2:30 p. m., Engineers' hall.  
R. L. Piper. ....C  
Carl Schoen. ....S

79—PEORIA, Peoria, Ill., 2d & 4th Sun., 10 a. m., Oak hall, Observatory bldg.  
W. W. Carroll, 115 Frye ave.  
J. R. Nelson, 317 Morgan st. ....S

80—WEST FARNHAM, Montreal, P. Q., 1st Sun., 2:30 p. m., 3d Tues., 1:30 p. m., over Merchants Bank of Canada.  
R. Church, 37 Viature st., Montreal annex, Que. ....C  
E. Barnes, Newport, Vt. ....S

81—FRIENDSHIP, Beardstown, Ill., 1st & 3d Sun., 2 p. m., B. R. T. hall.  
A. J. Frasier. ....C  
Chas. Ireland. ....S

82—DURBIN, Madison, Wis., 2d Sun., 2 p. m., Brown blk.  
Thomas Kelley, 1316 Spring st.  
W. H. Smith, 546 W. Dayton.  
J. M. Usher, 209 S. Broom st. ....S

83—GALESBURG, Galesburg, Ill., 1st Sat. 7:30 p. m., 3d & 5th Sun., 2:30 p. m., Trades Assembly hall, 61 S. Cherry st.  
E. O. Williams, 146 5th st. ....C  
R. H. Stoner, 868 Monroe st. ....S  
W. H. Bowling, 959 E. Knox st. ....S

84—PERRY, Perry, Iowa, every Tues., 2:30 p. m., Woodman's hall.  
F. S. Craig. ....C  
H. P. Ward. ....S

85—AZTEC, Winslow, Ariz., every Mon., 2 p. m., Elks' hall.  
James Claffy. ....C  
W. A. Ensign. ....S

86—DELTA, Escanaba, Mich., 1st & 3d Sun., 2 p. m., I. O. O. F. hall, 113 N. Charlotte st.  
P. T. Wade, 1301 Wells ave. ....C  
E. H. Gibbs, 617 S. Jennie st. ....S

87—BLOOMINGTON, Bloomington, Ill., every other Sun., 2 p. m., Jacoby hall.  
P. A. Messinger, 1109 N. McLean st. ....C  
A. A. Reich, 204 W. Graham st. ....S

88—ENNIS, Ennis, Tex., every Tues., 7:30 p. m., Woodman hall.  
W. E. Shipp, 907 N. Gaines st.  
Cecil Faris, 707 N. Main st. ....S

89—MONON, Louisville, Ky., every Sun., 9:30 a. m., Masonic Temple, 4th & Chestnut.  
T. C. Williams, 924 Walnut st.  
S. M. Lawrence, box 84, Jeffersonville, Ind., R. R. No. 1. ....S

90—WASECA, Waseca, Minn., 1st & 3d Sun., 2 p. m., A. O. U. W. hall.  
E. S. Gunn. ....C  
E. A. Hutchinson, 802 Hill st. ....S

91—MT. HOOD, Portland, Ore., 2d & 4th Sun., 2 p. m., K. P. hall, 11th & Alder sts.  
E. S. Brown, 50½ N. 9th st. ....C  
E. A. Clem, 500 Hawthorne ave. ....S

92—TERRE HAUTE, Terre Haute, Ind., 1st & 3d Sun., 10 a. m., Swope blk., 7th & Ohio.  
W. W. Griffith, 1421 S. 10th st.  
E. L. Kenney, 1503 S. 17th st.  
C. H. Boyd, 1540 2d ave. ....S

93—FT. DODGE, Ft. Dodge, Ia., 4th Sun., 10 a. m., Red Men's hall, Central ave.  
T. F. Hand, 321 S. 7th st. ....C  
W. D. Holcomb, 1416 Central. ....S

94—GEO. C. CORNWALL, Winnemucca, Nev., 1st & 3d Tues., 2:30 p. m., Silver State hall.  
R. J. Ewing. ....C  
H. M. Leonard. ....S

95—HARVEY, McCook, Neb., 2d & 4th Wed., 8 p. m., Morris hall.  
S. E. Callen. ....C  
M. O. McClure. ....S  
H. A. Beale. ....S

96—BELKNAP, Aurora, Ill., 1st & 3d Sun., 3 p. m., Charlemagne hall, on Broadway.  
Geo. G. Speir, 270 North ave.  
J. H. James, 519 Pearl st. ....S  
Thos. Flynn, 279 Grant Pl. ....S

97—ROODHOUSE, Roodhouse, Ill., 2d & 4th Sat., 7:30 p. m., Odd Fellows' hall.  
Geo. W. Litter. ....C  
E. S. Nichols, box 348. ....S

98—MONTGOMERY, Montgomery, Ala., alternate Wed., 9:30 a. m., K. P. hall.  
R. L. Butt, 121 Sayre st. ....C  
J. C. Elliott, 325 Catoma st. ....S

99—MONTEVIDEO, Montevideo, Minn., 2d & 4th Sun., 2:30 p. m., Opera House blk.  
George Eastman. ....C  
J. B. Mullen. ....S

100—HOLLINGSWORTH, Columbus, O., 1st & 3d Sun., 1:30 p. m., K. P. hall, Main & 3d.  
C. A. Steele, 235 Marshall ave.  
Wm. Hite, 1237 Summit st. ....S

101—MATTOON, Mattoon, Ill., 1st & 3d Sun., 2 p. m., I. O. O. F. hall.  
W. W. Simpson, 2413 Western.  
F. S. Thomas, box 274. ....S

102—OATLEY, Grand Rapids, Mich., 2d & 4th Sun., 10 a. m., Majestic Theatre bldg.  
W. A. Hawker, 366 Cass ave. ....C  
Geo. Lane, 535 S. Ionia st. ....S

103—INDIANAPOLIS, Indianapolis, Ind., 1st & 3d Sun., 2 p. m., 135 N. Delaware st.  
Geo. Campbell, 239 N. Arsenal.  
H. E. Joslin, 19 Parkview ave. ....S

104—MILLARD, Middletown, N. Y., 4th Sun., 2 p. m., Macca-bee hall, 35 North st.  
H. J. Morgan, Summitville, N. Y. ....C  
Wm. Faulkner, 18 Benton ave. ....S

105—R. E. HARRIS, Meridian, Miss., every Sun., 3 p. m., K. P. hall, Rosenbaum bldg.  
J. B. Ramsey, 1513 25th ave. ....C  
D. B. Griffin, 2817 8th st. ....S

106—ROCK ISLAND, Rock Island, Ill., every Mon., 2 p. m., Engineers' hall, 30th & 5th ave.  
A. McLees, 2944 5th ave. ....C  
M. F. Archer, 2849 8th ave. ....S

107—CINCINNATI, Cincinnati, O., 2d & 4th Sun., 9:30 a. m., Richlieu hall, 9th & Plum sts.  
A. E. Hornada, 613 Gaspare ave., Middletown, O. ....C  
L. B. Grannen, box 265, Glendale, Ohio. ....S

108—CRESCENT CITY, New Orleans, La., 1st & 3d Mon., 11 a. m., Odd Fellows' hall.  
J. S. Norris, 1124 Marengo st.  
M. A. Smith, 1119 Dante st. ....S

109—CRAWFORD, Galion, O., every Mon., 7 p. m., B. of L. F. & E. hall.  
W. S. Brumbaugh, 103 Livingstone ave., Dayton, O. ....C  
H. E. Zimmerman, 341 S. Union. ....S

110—LOGAN, Logansport, Ind., 2d & 4th Sun., 2 p. m., Ben Hur hall, 4th & Broadway.  
O. P. Shedron, 1201 Miami ave.  
T. D. Hughes, 1419 Market st. ....S

111—LOS ANGELES, Los Angeles, Cal., 1st & 3d Sat., 7:30 p. m., Temple of Art bldg.  
Geo. O. Clark, 1612 Georgia.  
W. C. Roll, 2382 W. 23d st. ....S

112—CENTRALIA, Centralia, Ill., 2d & 4th Fri., 8 p. m., Engineers hall.  
F. H. Cogswell, 226 N. Poplar.  
J. L. Davis, 334 S. Poplar st. ....S

113—BOWER CITY, Chicago, Ill., 2d Tues., 1 p. m., 4th Tues., 9:30 a. m., 167-169 E. Washington st., 3d floor.  
C. W. Cole, Winnetka, Ill. ....C  
Geo. F. Sprague, 2319 N. Hermitage ave. ....S

114—R. B. HAWKINS, Pittsburg, Pa., 1st Sun., 10:30 a. m., 2d Sun., 2 p. m., Wabash Depot hall, cor. Liberty ave. & Ferry st.  
L. J. Johnson, 401 Hampton ave., Wilkensburg, Pa. ....C  
John Walters, 4 Shetland ave. ....S

115—EL CAPITAN, San Francisco, Cal., 1st & 3d Sun., 12:30 p. m., 2d & 4th Sat. 8 p. m., Brotherhood Teamsters' hall, 536 Bryant st.  
C. A. McIntyre, box 82, Santa Clara, Cal. ....C  
T. Billingslea, 2610 Lombard st. ....S

116—TYLER, Tyler, Tex., 2d & 4th Sun., 1:30 p. m., K. O. T. M. hall.  
W. J. Wright, 414 S. Fannie. ....C  
F. A. Curtis, 500 W. Bow st. ....S

117—MINNEAPOLIS, Minneapolis, Minn., 2d & 4th Sun., 2:30 p. m., 243 Nicollet ave.  
C. R. Langan, 2741 Freemont.  
J. L. Cook, 1911 E. 25½ st. ....S

118—I. I. KANKAKEE, Ill., 2d & 4th Sun., 9:30 a. m., K. P. Castle hall, E. ave.  
J. P. Burns, 193 5th ave. ....C  
G. B. Seitz, 106 Station st. ....S

119—WAYNE, Ft. Wayne, Ind., 2d & 4th Sun., 1:45 p. m., O. R. C. hall, 916 Calhoun st.  
M. O. Ginty, 2435 Hoagland.  
T. P. McArdle, 234 E. DeWald. ....S

120—ATLANTIC, Huntington, Ind., every Sun., 2:30 p. m., 3d floor, First National Bank.  
J. C. Hullinger, 98 Warren st.  
E. C. Smith, 116 E. Franklin st. ....S

121—HURON, Huron, S. D., 2d & 4th Sun., 10:30 a. m., Elks' hall.  
Geo. Lawrence, 146 Wisconsin. C  
Wm. McCreery, 302 Nebraska. S  
E. E. Given, 377 Montana st.

122—BOSTON, Boston, Mass., 3d Sun., 2 p. m., John Winthrop hall, 446 Tremont st.  
J. F. O'Donnell, 64 Summer st., Franklin, Mass. ....C  
C. D. Baker, 23 Benedict st., Somerville, Mass. ....S

123—MACON, Macon, Ga., 1st & 3d Sun., 2 p. m., O. R. C. bldg., 408 Poplar st.  
H. Dickenson, 145 Academy st. C  
A. N. Kendrick, 408 Poplar st. S

124—WAHSATCH, Ogden, Utah, 2d & 4th Fri. 2:30 p. m. K. P. hall, 24th & Washington.  
George Allen, 3369 Washington ave. ....C  
D. L. Boyle, 2618 Lincoln ave. S

125—FRIENDLY HAND, Peru, Ind., every Sun., 10:30 a. m., Engineers' hall, Main & Bdwy.  
J. P. Oldham, 360 E. 5th st. C  
W. G. Fletcher, 122 E. 6th st. S

126—OMAHA, Omaha, Neb., 1st & 3d Sun., 2 p. m., Baright's hall, 19th & Farnum sts.  
J. E. Mulick, 3608 Charles st. C  
Andrew Hystrem, 1427 Emmet st. ....S

127—JAY GOULD, Danville, Ill., 1st & 3d Sun., 2 p. m., Odd Fellows' hall.  
Wm. Stevenson, 11 Park st. C  
C. E. Bishop, 210 W. North st. S

128—CHEYENNE, Cheyenne, Wyo., 1st & 3d Mon., 2:30 p. m., Fraternal hall.  
F. W. Munn, 221 E. 21st st. C  
R. W. Rich, 609 E. 19th st. S  
W. A. Mills, 2115 House st.

129—HALSTEAD, Halstead, Pa., 2d Sun. and 4th Mon., 2 p. m., Clune's hall.  
John A. Driscoll. ....C  
L. G. Wilmot. ....S

130—STADACONA, Quebec, P. Q., 2d & 4th Sun., 9 a. m., B. K. T. hall.  
A. Gingras, 109 des Fosses st. C  
L. Noel, Clarendon hotel. ....S

131—LITTLE ROCK, Little Rock, Ark., every Mon., 3 p. m., O. R. C. hall.  
J. T. Wilson, 8 Whipple bldg. C  
J. S. Borkman, box 346. ....S

132—SALIDA, SALIDA, Colo., 2d & 4th Sun., 2 p. m., K. P. hall.  
M. J. Guerin. ....C  
A. L. Paul. ....S

133—BOWLING GREEN, Bowling Green, Ky., 1st & 3d Mon., and 2d & 4th Tues., 7:30 p. m., Wright hall, Main & Adams st.  
F. W. Jones, 124 10th st. C  
J. H. Bouman, 219 Woodford. S

134—BELLEVUE, Bellevue, O., every Mon., 2 p. m., C. M. B. A. hall.  
G. S. Harper, 239 Monroe st. C  
L. C. Brown, 242 Sandusky st. S

135—ROCK CITY, Nashville, Tenn., 1st & 3d Sun., 1:30 p. m., Nichol hall, Ash st & 4th av.  
R. T. Allen, 922 5th ave. S. C  
Frank Phelps, 1028 3d ave. S. S

136—ASHTON, Huntington, W. Va., 1st & 3d Sun., 2 p. m., over Union Savings Bank, 9th st. & 4th ave.  
J. W. Davis, 926 6th ave. ....C  
D. J. Moore, 840 8th st. ....S  
C. W. Kilgore, 1139 6th ave.

137—OSAWATOMIE, Osawatomie, Kans., 1st Sun. & 3d Sat., 2:30 p. m., A. O. U. W. hall.  
J. M. Furniss. ....C  
H. W. Pointer. ....S

138—BRITTON, Garrett, Ind., every Sun., 2 p. m. Red Men's hall.  
H. J. Lindman. ....C  
B. A. Byers. ....S

139—STANTON, Knoxville, Tenn., every Mon., 9:30 a. m., French & Roberts bldg.  
J. T. Lawrence, Victoria Flts. C  
J. W. Beathard, 823 Deery st. S

140—NEW RIVER, Hinton, W. Va., 2d & 4th Sun., 2 p. m., Big Four bldg., 3d ave.  
W. F. McFadden. ....C  
Jas. F. Smith. ....S  
S. B. Hamer.

141—ST. JOSEPH, St. Joseph, Mo., 2d & 4th Sun., 2 p. m., Odd Fellows' hall.  
H. S. Kratzinger, 19th & Oak st. ....C  
G. M. Riffin, 1801 Savannah. S

142—LARAMIE, Rawlins, Wyo., 1st & 3d Wed. 2:30 p. m., K. P. hall.  
N. I. Farnell. ....C  
R. L. Cusack. ....S

143—DAUPHIN, Harrisburg, Pa., 1st & 3d Sun., 1 p. m., Schutzenbaugh's hall.  
Cyrus Snively, 2030 N. 5th. C  
George I. Wood, 1624 N. 3d. S  
A. H. Eastright, 531 Peffer st.

144—DERRY, Derry Station, Pa., 1st & 3d Sun., 1:30 p. m., I. O. O. F. hall, 1st ave. & Chestnut st.  
John Amend. ....C  
W. J. Dodson, box 373. ....S

145—NICKLE PLATE, Conneaut, O., 2d & 4th Sun., 2 p. m., Grand Army hall.  
W. E. Peters, 458 State st. C  
Chas. Shearston, 508 State st. S

146—E. A. SMITH, Fitchburg, Mass., 1st & 3d Sun., 10:45 a. m., K. of H. hall, Main & Oliver sts.  
C. S. Holden, 38 Clinton st. C  
W. S. Hodge, 36 Pacific st. S

147—EASTON, Easton, Pa., 2d & 4th Sun., 2 p. m., G. A. R. hall.  
Philip Warner, 138 St. Joseph. C  
Ed. Sunderland, 2463 Cedar st. S

148—LOOKOUT, Chattanooga, Tenn., 1st & 3d Sun., 2 p. m., K. P. hall, 8th & Cherry sts.  
Taylor Williams, 406 St. Charles st. ....C  
R. B. Stegall, C. N. O. & T. P. car record office. ....S

149—JACKSON, Jackson, Tenn., every Sat., 7:30 p. m., Elks' hall.  
R. F. Phillips, 429 E. Chester. C  
G. B. Harris, 245 Bolivar st. S

150—KINCAID, Utica, N. Y., 2d & 4th Sun., 2 p. m., Arcanum Temple, Devereux st.  
D. P. Francis, 43 Howard ave. C  
F. N. Gates, 240 West ave. ....S

151—TWO RIVERS, Monett, Mo., every Mon., 2 p. m., A. F. & A. M. hall.  
W. S. Taylor. ....C  
A. W. Wightman. ....S

152—RICHMOND, Richmond, Va., 1st & 3d Sun., 2 p. m., 215 W. Broad st., Fraternity hall.  
B. Cates, 1410 Floyd ave. ....C  
W. L. Harris, 2718 E. Grace st. S

153—MAUCH CHUNK, Mauch Chunk, Pa., 2d & 4th Sun., 2 p. m., Odd Fellows' hall.  
F. W. Gower, 10 Cedar st. ....C  
E. Mumbower, 412 Center st. S

154—BINGHAMTON, Binghamton, N. Y., 3d Sun., 3 p. m., 299 Chenango st.  
T. L. Vanaman, 9 Sturgis. ....C  
W. E. Carpenter, 274 Chenango. S

155—SYRACUSE, Syracuse, N. Y., 1st & 3d Sun., 2:30 p. m., A. O. U. W. hall, 238½ Fayette.  
John Carroll, 102 Shonard st. C  
J. W. Bates, 109 Elliott st. S

156—PENNSYLVANIA, Carbondale, Pa., 2d & 4th Sun., 3 p. m., I. O. O. F. hall.  
W. F. Peel, 108 Wyoming st. C  
O. H. Loftus, 50 7th ave. ....S

157—NEW ENGLAND, Boston, Mass., 4th Sun., 10:45 a. m., Elks' hall, 24 Hayward Place.  
H. S. Bates, 23 Sampson ave., Braintree, Mass. ....C  
C. W. Merrill, 29 Evergreen st., Roxbury, Mass. ....S

158—BROAD TOP, Huntingdon, Pa., 1st Sat. 7:45 p. m. 3d Sun. 2:30 p. m., Odd Fellows' hall.  
L. G. Confer. ....C  
L. A. Morningstar, 611 Washington st. ....S

159—CITY OF MEXICO, City of Mexico, Mex., every Sun., 2 p. m., Puerta Falsa de San Andres No. 9½, 2d floor.  
D. R. Caffey, Ciudad de Mexico, Ave. Madrid, No. 41 E. C  
W. A. White, Apartado No. 1406, Omce 3a Bucareli 61. S

160—WYOMING VALLEY, Wilkesbarre, Pa., 2d & 4th Sun., 2 p. m., I. O. O. F. hall.  
W. W. Marsden, 86 Lincoln st. C  
J. H. Keithline, 267 E. South. S

161—PARSONS, Parsons, Kans., every Sun., 2:30 p. m., A. O. U. W. hall, Kennedy blk.  
W. W. Jones, 212 S. 15th st. C  
C. B. Fessenden, 2207 Main st. S

162—WEST PHILADELPHIA, Philadelphia, Pa., 2d Thurs. 8 p. m., 4th Sun. 2 p. m. Grand Fraternity bldg., 1414 Arch st.  
H. N. Stephens, 428 N. 32d st. C  
B. W. Rulon, box 5802, North Philadelphia, Pa. ....S

163—OIL CITY, Oil City, Pa., 2d & 4th Sun., 2 p. m., over Oil City National Bank bldg.  
John McCarty, 717 E. 2d st. C  
J. W. Baughman, 804 E. 3d st. S

164—EAGLE GROVE, Eagle Grove, Ia., 2d & 4th Sun., 2:30 p. m., Masonic Temple.  
Wm. Boylson. ....C  
W. R. Hammond. ....S

165—FT. SCOTT, Ft. Scott, Kan., 1st & 3d Sun., 2 p. m., I. O. O. F. hall, 10 Scott ave.  
J. E. Roberts, Cherokee, Kans. C  
F. B. Rathfon, 210 S. Judson. S  
R. Williams, 16 S. Margrave st.

166—LICKING, Newark, O., 1st & 3d Sun., 2 p. m., 17½ S. Park Place.  
J. H. Meador, 103 S. 1st st....C  
J. S. Woodward, 162 Elmwood...S

167—FRONTIER CITY, Oswego, N. Y., 2d & 4th Sun., 2:30 p. m., Maccabee hall.  
A. P. Taylor, 210 W. 5th st....C  
G. A. Sholey, 187 W. 8th st....S

168—JERSEY SHORE, Jersey Shore, Pa., 1st Wed., 3d Sat., 8 p. m., Sallada blk.  
J. A. Peterson, 952 Market st., Williamsport, Pa. ....C  
O. L. Herman, box 14, Vilas, Pa. ....S

169—NEPTUNE, Jersey City, N. J., 2d & 4th Sun., 2 p. m., Elks' hall, York & Henderson sts.  
A. Schirrie, 63 Wales ave....C  
W. C. Knowles, Elks' hall....S  
R. McDonald, 287 Barrow st., ..

170—CAMDEN, Camden, N. J., 1st & 3d Sun., 1:30 p. m., Goff's bldg., 23 Broadway.  
C. B. Wack, 629 N. Front st....C  
Harry Hewitt, L. box 235....S

171—THOS. DICKSON, Mechanicsville, N. Y., 1st & 3d Sun., 1 p. m., I. O. O. F. hall.  
J. P. Sullivan, 28 Grove st....C  
T. J. McInerney, 124 S. 3d av.S

172—MOUNTAIN CITY, Altoona, Pa., 2d Sun., 2 p. m., 4th Sun., 7 p. m., Ramey bldg.  
W. G. Huber, 808 5th ave....C  
Wm. Bowen, box 97, Conemaugh, Pa. ....S

173—LONG PINE, Chadron, Neb., 1st & 3d Wed., 1 p. m., I. O. O. F. hall.  
Ino. Broderick.....C  
R. E. Burns.....S  
A. M. Wright

174—EUREKA, Paterson, N. J., 3d Sun., 9:30 a. m., Masonic hall, 180 Market st.  
Wm. R. V. Paterson, N. J. C  
W. J. M. Kidgefield Park, ..

175—MEMPHIS, Memphis, Tenn., every Sun., 2 p. m., Odd Fellows' bldg., N. Court Place.  
W. G. Beanland, 19 N. Cleveland st.....C  
L. T. LaBell, 779 N. Manassas...S

176—CORNING, Corning, N. Y., 1st & 3d Sun., 2:30 p. m., Red Men's hall, 19 E. Market st.  
J. A. Anderson, 188 E. 1st st....C  
D. Kelliher, 180 W. 2d st....S

177—ALLIANCE, Alliance, O., 1st Sun., 1 p. m., K. O. T. M. hall, E. Main st.  
F. W. Johnson, 238 E. Market.C  
M. R. Matthews, 41 Geiger ave.S

178—GREAT NORTHERN, Grand Forks, N. D., 3d Sun., 2:30 p. m., K. P. hall.  
W. H. McGraw, 1023 University ave. ....C  
W. A. Hill, 210 N. 7th st....S

179—TOPEKA, Topeka, Kans., 2d & 4th Sun., 2 p. m., A. O. U. W. hall, 6th & Jackson sts.  
Jas. O'Byrne, 626 Madison st..C  
Chas. A. Horn, 221 Lake st...S

180—ATLANTA, Atlanta, Ga., every Sun., 2 p. m., 57½ E. Hunter st.  
H. M. Patton, 269 Clark st....C  
E. A. Warwick, 31½ W. Alabama st. ....S

181—CHILLICOTHE, Chillicothe, O., 1st & 3d Sun., 2 p. m., O. R. C. hall, Merkle blk.  
D. Thomas, 590 E. Water st..C  
T. J. Hickey, 176 N. Sugar st..S

182—WOLVERINE, Jackson, Mich., alternate Sun., 2:30 p. m., B. of L. E. hall, Webb blk.  
Floyd Harwood, 1814 E. Main..C  
G. B. Griswold, 108 Cooley Pl.S

183—KNOBLEY, Cumberland, Md., 2d Tues. & 4th Sun. 1:30 p. m., Whites' hall.  
C. E. Savage, Keyser, W. Va...C  
L. W. McNemar, 175 Seymour..S

184—BLUE RIDGE, Clifton Forge, Va., 1st Mon., 7 p. m., 3d Wed., 2 p. m., old Masonic hall.  
C. S. Gay, 204 Byrd st.....C  
J. E. Driscoll, 16 Brussels ave.S

185—LANIER, Selma, Ala., 1st & 3d Sun., 2 p. m., I. O. O. F. hall.  
Jas. W. Voltz, Lamar & King.C  
W. G. Wolf, 1007 Green st...S

186—BIRMINGHAM, Birmingham, Ala., 2d & 4th Sun., 1:30 p. m., Maccabee Temple, 1820½ 4th ave.  
Z. B. Edwards, 621 S. 17th st..C  
W. G. Thomas, 1119 N. 34th st.S

187—SUNBURY, Sunbury, Pa., 2d & 4th Sun. 2 p. m., Blooms hall, N. 4th st.  
J. L. Ray, Spruce st.....C  
Sylvester Geasey, 125 Awl st..S

188—STANBERRY, Stanberry, Mo., 1st & 3d Sun., 2 p. m., K. P. hall, Park & 1st sts.  
A. W. Smith.....C  
P. H. Hecox.....S  
J. C. Besinger.

189—FRONTIER, Sarnia, Ont., 1st & 3d Tues., 7:30 p. m., I. O. O. F. hall.  
T. H. Johnson, 332 Campbell st..C  
H. Bell, 288 Campbell st.....S

190—GRAFTON, Grafton, W. Va., 1st & 3d Sun., 2 p. m., K. P. hall, Main st.  
M. M. Patton, 12 Wilford st..C  
L. V. Atha, 663 Maple ave....S

191—YELLOWSTONE, Glendive, Mont., 1st & 3d Wed., 2 p. m., Masonic Temple.  
A. E. Anderson, box 268....C  
D. C. Maxwell, box 68.....S

192—EAST SAGINAW, East Saginaw, Mich., 2d & 4th Sun. 10 a. m., Myrtle hall, Potter st.  
C. A. Corrigan, 323 N. 4th st..C  
A. H. Bird, 1231 Owen st....S

193—BUCYRUS, Bucyrus, O., 1st & 3d Sun., 2 p. m., Opera House blk.  
W. H. Miller, 611 E. Warren..C  
D. W. Young, 519 Prospect st.S

194—BROOKFIELD, Brookfield, Mo., every Sun., 2:30 p. m., O. R. C. hall, N. Main st.  
J. W. Ryan, 815 E. Brook st..C  
W. E. Madden, 822 Brookfield..S

195—SIERRA NEVADA, Sacramento, Cal., 1st & 3d Mon., 7:30 p. m., Odd Fellows' bldg.  
A. M. Weston, 1017 18th st....C  
G. C. LaForge, 1526 F st....S  
M. V. Murray, 1216 P st. ....

196—ST. JOHNS, Jacksonville, Fla., every Sun., 10 a. m., 3d floor Herkimer bldg., Newman & Bay st.  
W. H. Dowling, 33 E. Ashley.C  
E. Steinhauer, box 574.....S

197—BRAINERD, Staples, Minn., 1st & 3d Sun., 2:30 p. m., Sovereign's hall.  
P. Hoffoss .....C  
C. A. Collins, L. box 147.....S

198—SPRINGFIELD, Springfield, Mass., 1st & 3d Sun., 2 p. m., 389 Maine st., A. M. hall.  
S. K. Spencer, 844 Worthington st. ....C  
E. A. Sawin, 47 Plymouth st...S

199—RIDEAU, Smith's Falls, Ont., 1st & 3d Sun., 2 p. m., Sons of England hall.  
W. J. Boyd.....C  
J. E. Berry, box 223.....S

200—BRADFORD, Bradford, Pa., 1st & 3d Sun., 3:30 p. m., Bradburn hall, Main st.  
J. C. Mullins, 5 Amm st.....C  
P. M. Brown, 129 Wildwood, Salamanca, N. Y. ....S

201—MCKEE'S ROCKS, McKees Rocks, Pa., 2d Sun., 12 m., 4th Sun. 6 p. m., cen. time, Fraternal hall, Chartiers ave.  
W. G. Varner, 720 School st..C  
John Daley, 916 1st st.....S

202—AUGUSTA, Augusta, Ga., 2d & 4th Sun., 3 p. m., Red Men's hall, 8th & Ellis sts.  
S. L. Hollingworth, 9th & Telfair sts. ....C  
R. A. Cook, 522 9th st.....S

203—HOWE, Truro, N. S., 4th Sat., 20k., McKay's hall.  
H. A. Baker.....C  
W. J. Ellis, box 228.....S

204—QUAKER CITY, Philadelphia, Pa., 2d & 4th Sun., 4 p. m., cor. Diamond & Germantown ave.  
A. T. Barringer, 306 Sterner st.C  
J. R. Coulter, 977 Frankford..S

205—R. E. LEE, Portsmouth, Va., 2d & 4th Sun., 2 p. m., Pythian hall, 612 Court st.  
W. C. Coffield, 18 Clifton st., Berkley, Va. ....C  
E. B. Lewis, Pythian hall....S

206—LINCOLN, Springfield, Ill., 2d & 4th Sun., 2 p. m., Red Men's hall, 5th & Monroe sts.  
Chas. Hess, 12th & Enos ave..C  
W. P. Sheehan, 1102 E. Washington st. ....S

207—AMORY, Amory, Miss., every Sun., 2 p. m., Masonic hall.  
A. Doggrell .....C  
T. F. Gaines.....S

208—PALMETTO, Charleston, S. C., 1st & 3d Sun., 3 p. m., Irish Volunteer hall, 12 Vanderhorst.  
T. L. Malloy, 82 Smith st....C  
H. L. Pinckney, 63 Broad st...S

209—POCATELLO, Pocatello, Idaho, every Mon., 2 p. m., Masonic Temple, 252 N. Main.  
J. T. Bourn, 32 N. Harrison...C  
C. H. Hughart, box 307.....S

210—STONEWALL JACKSON, Roanoke, Va., every Mon., 7:30 p. m., K. P. hall, S. Jefferson st.  
M. J. Jennelle, box 423.....C  
W. L. Davis, 119 7th ave., S. W. ....S

211—STEVEN'S POINT, Abbottsford, Wis., 1st & 3d Sun., 10:30 a. m., Maccabee hall.  
Chas. D. Hinkley.....C  
A. L. Rice.....S

212—SLATER, Slater, Mo., 2d & 4th Sun., 2 p. m., I.O.O.F. hall. F. M. Merriwether, box 543...C  
P. E. Clampt, box 13.....S

213—BARKER, Michigan City, Ind., 2d & 4th Sun., 2 p. m., I. O. O. F. hall., Michigan & Franklin sts.  
W. E. Hutson, 117 1/2 W6th st..C  
Day Ludlum, 318 Cedar st....S

214—BARTLETT, Moncton, N. B., 3d Sun., 14 k., Orange hall.  
J. W. Coles, 45 Cameron st..C  
W. Crockett, 149 Cameron st...S

215—AUSTIN, Austin, Minn., 1st & 3d Sun., 2:30 p. m., German hall, E. Bridge st.  
J. D. McCormick, 601 Kenwood..C  
Joseph Tucker, Ellis ave.....S

216—OTTUMWA, Ottumwa, Ia. 1st & 3d Sun., 2:30 p. m., 2d & 4th Mon., 7:30 p. m., O. R. C. hall, Main & Market sts.  
J. E. Long, 422 Jefferson st...C  
H. L. Lewis, 127 Richards st..S

217—ANCHOR LINE, Allegany, Pa., 2d & 4th Sun., 2:30 p. m. K. P. hall, 105 Federal st.  
J. H. Palmer, 726 Stanton ave., Millvale Station.....C  
J. S. McCracken, 125 Howard st., Millvale Station.....S

218—SAVANNAH, Savannah, Ga., Sun., 10 a. m., K. P. hall.  
J. W. Bridger, 15 W. 32d st..C  
J. C. Poole, 307 Tatnall st....S

219—NEW BRUNSWICK, St. John, N. B., 2d Sun., & 4th Sat., 2:30 p. m., I.O.O.F. hall.  
Jas. Daley, Queen st.....C  
J. C. Johnston, 248 Strait Shore S.

220—FREMONT, Fremont, Neb. 1st & 3d Sun., Franklin hall.  
A. McGregor, 521 E. 3d st...C  
A. L. Lake, 4th & Logan sts...S

221—CHARLOTTE, Spencer, N. C., Sun., 2 p. m., Masonic hall.  
S. A. Tolbert.....C  
W. S. Freeman.....S

222—ILLINOIS VALLEY, Chillicothe, Ill., 1st & 2d Sun., 1:30 p. m., Daugherty & Friedrick's hall.  
I. E. Waggoner.....C  
G. R. Allen.....S

223—MARTINSBURG, Martinsburg, W. Va., 1st & 3d Mon., 8 p. m., I. O. O. F. hall.  
Wm. Weststrate, 602 N. Queen..C  
J. A. Zepp, 421 W. Race st...S

224—WILMINGTON, Wilmington, Del., 1st & 3d Sun., 1:45 p. m., Masonic Temple.  
E. M. Cain, 721 Vandever ave..C  
J. T. Layfield, 1226 King st...S

225—STEBURN, Hornell, N. Y., alternate Thurs., 2 p. m., B. L. E. hall, Main st.  
B. F. Collins, 2 East ave....C  
C. N. Webb, 215 Vincent st...S

226—GALETON, Galeton, Pa., 1st Sun., 1 p. m., Baldwin hall.  
S. C. Stambough.....C  
George Persing.....S

227—CLAUDE CHAMPION, Lincoln, Neb., 1st & 3d Sun., 2:30 p. m., Brownell blk.  
J. H. Hocker, 944 T st.....C  
O. S. Ward, 53 Brownell blk..S  
J. B. Tannev, 516 S. 28th st..S

228—FRISCO, Ft. Smith, Ark., 1st & 3d Sun., 2:30 p. m., I. O. O. F. hall, 706 1/2 Garrison.  
W. V. Jameson, 1122 N 5th st..C  
B. T. Hamilton, 1501 N. 5th..S

229—NICOLLS, Reading, Pa., 2d Sun., 1 p. m., 4th Sun., 10 a. m., Brencisers hall.  
Sam'l Rothemel, 1542 N 10th..C  
H. C. Hedley, 1041 Greenwich.S

230—NEW FRANKLIN, New Franklin, Mo., 2d & 4th Sun., 2 p. m., K. P. hall.  
T. C. Willett.....C  
A. L. Mudd, box 30.....S

231—VICKSBURG, Vicksburg, Miss., every Sun., 8 p. m., K. C. hall.  
O. L. Hatch, 851 S Mulberry..C  
W. F. Harrall, 910 E Main st.S  
A. J. Jaquith, 401 E. Grove st.

232—SIOUX CITY, Sioux City, Ia., 2d & 4th Sun., 10 a. m., I.O.O.F. hall, 5th & Douglas.  
Geo. Carter, 1906 N 28th st., Omaha, Neb. ....C  
A. Madden, 917 11th st.....S

233—POINT PLEASANT, Middleport, O., 2d & 4th Sun., 1:30 p. m., M. W. A. hall.  
O. W. Barrows.....C  
C. E. Murray, box 377.....S  
J. M. Caruthers.

234—BERKELEY, Brunswick, Md., 1st & 3d Fri., 7:30 p. m., Swank & Sons hall.  
L. M. Shores.....C  
I. H. Grimm, box 45.....S  
Edw. Sheridan.

235—FREEPORT, Freeport, Ill., 2d & 4th Sun., 2:30 p. m., Sept. 1 to May 1, 10:30 a. m. May 1 to Sept. 1, I. O. O. F. hall, over First National Bank.  
G. G. McCarty, 158 Carroll st..C  
W. W. Earnist, 68 Winslow st..S

236—ST. CLOUD, Melrose, Minn. 1st Mon., 7:30 p. m., 4th Sun. 3 p. m., K. P. hall.  
Geo. M. Goodman.....C  
Harry Sturgeon, box 316.....S

237—WORCESTER, Worcester, Mass., 4th Sun., 11 a. m., Castle hall, 405 Main st.  
J. F. Lucas, 37 Orange st...C  
W. F. Huriburt, 28 Wildwood..S

238—SHRIDAN, Laredo, Mo., 1st Mon., 3d Tues., 7:30 p. m. Masonic hall.  
D. V. Parker, 412 Topping st., Kansas City, Mo. ....C  
A. F. Scott, 807 Broadway, Chillicothe, Mo. ....S

239—LEXINGTON, Ashland, Ky., 2d Sun. 9:30 a. m., 4th Sun. 7 p. m., cor. 17th st. & Greenup ave.  
W. U. Carr, 217 E Central....C  
T. J. Keutner, 803 E Carter...S  
C. W. McDonald.

240—HIAWATHA, Marquette, Mich., 2d & 4th Sun., 2 p. m., Keough hall.  
W. Preston, 624 N. 3d st...C  
D. Vaughan, 207 Mather st...S

241—DE SOTO, De Soto, Mo., 1st & 3d Sun., K. P. hall.  
J. R. Turner.....C  
L. A. Crandall, box 455.....S

242—NIPISING, North Bay, Ont., 2d & 4th Mon., I. O. O. F. hall.  
Jos. Falby.....C  
Wilfred Aubry.....S

243—MISSOULA, Missoula, Mont., 1st & 3d Sun., 2 p. m., Elks' hall.  
R. E. Christy, 301 R. R. ave...C  
K. A. Rollins, 115 R. R. ave..S

244—PIKE'S PEAK, Colorado Springs, Colo., 2d & 4th Fri. 2:30 p. m., other Fridays 7:30 p. m., Majestic bldg., 9 B Bijou st.  
F. F. Lyons, 602 S 16th st...C  
B. L. Beynon, 724 E Huerfano.S

245—WINFIELD, Arkansas City, Kan., 1st & 3d Sun., 2 p. m., Red Men's hall, 101 S. Summit.  
C. P. Odowd, 839 S B st....C  
O. A. Slane, 1000 S. D. st....S

246—JOHN MCCONIFF, Wyomere, Neb., 1st 3d & 5th Sun. 10 a. m., W. O. W. hall.  
W. E. Coke.....C  
J. D. Pennington, L. box 145..S

247—FISHER'S PEAK, Trinidad, Colo., 1st & 3d Sun. 2:30 p. m., I.O.O.F. hall, E. Main.  
Maurice O'Connor, 213 Johnson ave. ....C  
Geo. C. Bateman, 201 E Main..S

248—TUSCUMBIA, Tuscumbia, Ala., 2d Sun. 2:30 p. m., 4th Sun. 7:30 p. m., K. P. hall, Main st.  
W. D. Short.....C  
W. J. Legg, Stevenson, Ala...S

249—MT. TACOMA, Tacoma, Wash., 2d & 4th Sun., 1:30 p. m., Pythian Temple, 926 C. st.  
D. A. Black, 904 S. Tac. ave..C  
G. H. Herbert, 513 E 30th st..S

250—TWIN CITY, Bristol, Va., 2d & 4th Sun., 2 p. m., Masonic hall, Virginia St., Va.  
W. H. Nave, 1205 Broad st...C  
W. H. Boas, 808 Penn ave....S

251—COTTON BELT, Pine Bluff, Ark., every Sun., 2:30 p. m., K. P. hall, 2d & Chestnut.  
J. A. Holmes, 718 W. 3d st...C  
F. M. Culver, 1021 E. 7th st..S

252—HOLY CROSS, Leadville, Colo., 1st & 3d Sun., 7:30 p. m., I. O. O. F. hall.  
H. B. Long, 224 E. 10th st...C  
I. Van Dyne, box 683.....S

253—GOGEBIC, Ashland, Wis., 2d & 4th Sun., 10 a. m., Eagles' hall, 511 W. 2d st.  
C. L. Durkee, 408 3d st. E...C  
F. G. Johnson, 312 3d ave E...S

254—CLOVER LEAF, Frankfort, Ind., 2d & 4th Sun., 2 p. m., Woodman hall.  
Jno. D. Fortune, 701 N Main..C  
Chas. E. Stone, 350 E Paris st..S

255—MOUNTAIN, Medicine Hat, Alberta, 2d & 4th Sun., 14 k., Cochran's hall.  
Fred Russell.....C  
Thos. C. Blatchford.....S

256—SAN GABRIEL, Smithville, Tex., 2d & 4th Sun., 2 p. m., K. P. hall.  
G. R. Taber.....C  
G. M. Loughridge, box 166...S

257—WASHITA VALLEY, Chickasha, Okla., every Sun., 2:30 p. m., Masonic hall.  
R. E. Conduitt, 700 W. Wade, El Reno, Okla. ....C  
Alex McLean, 627 Iowa ave..S

258—ABERDEEN, Aberdeen, S. D., 2d Sun., 3 p. m., A. O. U. W. hall.  
Jno. T. Wheeler, 717 3d ave E.C  
C. A. Nelson, 612 2d ave E...S

259—FOND DU LAC, Fond du Lac, Wis., 1st & 3d Sun., 2 p. m., Woodman hall, Forest & Macy.  
E. Sweeney, 319 Forest ave...C  
V. O. Zimmerman, 409 Wisconsin ave., No. Fond du Lac, Wis. ....S

260—ELLENSBURG, Ellensburg, Wash., 1st & 2d Sun., 2 p. m., I. O. O. F. hall.  
F. P. White.....C  
T. B. LaRue, 2d & Walnut sts..S

261—SAN LUIS, San Luis Potosi, Mex., every Mon., 8 p. m., 3a Morales, No. 18.  
W. H. Simpson, 3a Reforma 4...C  
W. H. Turner, Apartado 298..S

262—RED RIVER, Cleburne, Tex., every Sun., 7:30 p. m., K. P. hall.  
D. F. O'Brien, 815 N. Anglin..C  
W. E. Nowlin, 422 W. Wilson..S

263—CUMBERLAND, Cumberland, Md., 2d Sun., 1:30 p. m. 4th Sat., 8 p. m., I. O. O. F. hall.  
J. B. Coulehan, 339 N. Center..C  
C. A. Schmuts, 85 Highland st..S

264—RALEIGH, Raleigh, N. C., 2d & 4th Sun., I. O. O. F. hall.  
T. F. Willson.....C  
W. E. Nowlin, 422 W. Wilson..S

265—CHANUTE, Chanute, Kan., 2d & 4th Sun., 2 p. m., A. O. U. W. hall.  
A. J. Sunday, 112½ W. Main..C  
Peter Farrell, 205 W. 3d st...S

266—STAKED PLAINS, Big Springs, Tex., every Monday, 3 p. m., Eagles' hall.  
J. H. Paylor, box 461.....C  
W. H. Lane, box 461.....S  
W. A. Mathis, box 295.

267—PACIFIC, Vancouver, B. C., 3d Fri., 20 k., O'Brien hall.  
Jas. Wright, 1032 Davie st...C  
Geo. W. Hatch, 761 Beatty st..S

268—MARION, Marion, Ia., 2d & 4th Sun., 7:30 p. m., Memorial hall.  
F. B. Cornelius, N. 12th st...C  
G. H. Vandercook.....S

269—BORDER CITY, Van Buren, Ark., every Thurs., 2 p. m., Lynch hall, Main st.  
A. E. Shattuck, box 2.....C  
J. F. Adkins, box 513.....S  
Wm. Wells, box 513.

270—YOUNGSTOWN, Youngstown, O., 2d & 4th Sun., 2 p. m., Knights of St. John hall.  
G. A. Hopper, 524 Holmes st..C  
F. L. McFarlin, 516 Thorn st..S

271—CAPE FEAR, Wilmington, N. C., 2d & 4th Sun., 2 p. m., K. P. hall.  
W. H. Pemberton, 715 Dock st..C  
W. E. Merritt, 114 Princess st..S

272—MONTANA, Havre, Mont., 1st & 3d Sun., 2:30 p. m., Chestnut hall.  
C. B. Griffin.....C  
A. D. Smith.....S

273—GUERNSEY, Cambridge, O., 2d & 4th Sun., 2 p. m., Pathfinders' hall, Wheeling av.  
C. M. Wilson, 217 Highland..C  
E. D. Galloway, 423 S. 7th st..S

274—KAUKAUNA, Green Bay, Wis., 1st Sun., 2 p. m., 3d Sun., 7 p. m., Eagles hall.  
D. P. Maley, So. Kaukauna, Wis.....C  
E. C. McWilliams, 903 Kellogg st.....S

275—GUADALUPE, Yoakum, Tex., every Sun., 3 p. m., Red Men's hall, Orth bldg.  
J. W. Jones, box 65.....C  
C. S. Brooks, box 264.....S

276—PRAIRIE VIEW, Goodland, Kans., 1st & 3d Sun., 1:30 p. m., Masonic hall.  
G. E. Fike.....C  
Wm. McKinney .....S  
L. E. Luther.

277—PAN HANDLE, Wellington, Kan., 2d & 4th Wed., 4 p. m., Masonic hall.  
M. A. Wuner, 609 S. Washington st.....C  
C. B. Isenhour, 625 S. Jefferson st.....S

278—DENNISON, Dennison, O., 1st Tues., 1 p. m., 3d Sun., 7:30 p. m., 2d & Grant sts.  
C. B. Polen.....C  
John A. Gray, box 111.....S  
George M. Beck, 138 N. Monrow ave., Columbus, O.

279—MISSOURI, Jefferson City, Mo., 2d & 4th Sun., 2:30 p. m., I. O. O. F. hall.  
P. W. Sisk, 107 Madison....C  
Geo. C. Delaplain, 121 W. Ashley .....S

280—BESSEMER, Albion, Pa., 1st & 3d Mon., 2 p. m., I. O. O. F. hall, State & Main.  
S. D. Naylor.....C  
J. A. Hall.....S

281—GLENWOOD, Pittsburg, Pa., 1st Sun., 2:30 p. m., 3d Sun., 7:30 p. m., Hazlewood Trust Co. hall.  
John McElwee, Allegheny Terrace .....C  
W. M. Shipley, box 312, Mars, Pa. ....S

282—NEEDLES, Needles, Cal., Thurs., 2:30 p. m., K. P. hall.  
F. W. Searle, box 316.....C  
H. N. Thompson, box 74.....S

283—MARCELINE, Marceline, Mo., 1st & 3d Sun., 2:30 p. m., I. O. O. F. hall.  
C. D. Williams.....C  
S. R. Fuller.....S

284—SUL ROSS, Waco, Tex., 2d & 4th Sat., 8 p. m., Macabees hall, Austin ave.  
A. G. Hawkins.....C  
W. S. Gillespie, 111 S. 4th st..S

285—SPOKANE, Spokane, Wash., 1st & 3d Sun., 7:30 p. m., Eagles' hall, Symons blk.  
T. S. McEachran, 316 Temple Court .....C  
Jesse Huxtable, The Capital, Olympia, Wash. ....S

286—KAKABECA, Ft. Williams, Ont., 2d & 4th Sun., 14:30 k., Carpenters' hall, May st.  
L. L. Peltier, 226 Cameron st..C  
W. V. Hurdon, 236 Brodie st..S

287—OBRAR, San Marcial, N. M., Mon., 2 p. m., Masonic hall  
G. M. Lewis.....C  
E. M. Quinlan.....S  
J. M. Harrison, box 155, Albuquerque, N. M.

288—SUPERIOR, West Superior, Wis., 1st & 3d Sun., 2:30 p. m., Odd Fellows' hall.  
A. C. Smith, 1302 Baxter ave..C  
E. R. Smith, 1201 16th st...S  
J. Parkhill, 1707 Ogden ave.

289—WELLSVILLE, Wellsville, O., 1st & 3d Sun., 1:30 p. m., I. O. O. F. hall, 5th & Main.  
W. H. Johnson, 1712 Clark..C  
F. J. Packer, 403 14th st...S

290—WINGO, Paducah, Ky., every Sun., 2 p. m., K. C. hall.  
J. S. Weason, 705 S. 13th st..C  
T. J. Flynn, 1135 Clay st....S

291—MORRIS, Hoboken, N. J., 2d & 4th Wed., 10 a. m., Renking's hall, 127 Hudson st.  
Palmer Jefferts, 199A N. 11th st., Newark, N. J.....C  
Wm. S. Newman, 61 Arnold Terrace; S. Orange, N. J....S

292—DEER LICK, Chicago, O., 1st & 3d Sun., O. R. C. hall.  
J. B. Talbot.....C  
J. H. Barnville, 11 box 733..S

293—CHAS. MURRAY, Chicago, Ill., 2d & 4th Wed., 1:30 p. m., Central Park hall, cor. Lake st. & Francisco ave.  
Geo. S. Lane, 419 5th ave., Maywood, Ill. ....C  
John A. Lewis, 54 N. Washenaw ave. ....S

294—NEW JERSEY, Trenton, N. J., 1st & 3d Sun., 2 p. m., Arcade bldg., W. State st.  
C. J. Scheeler, 48 Charles st..C  
J. J. Coleman, 342 Brunswick..S

295—LORAIN, Lorain, O., 1st Sat., 7:30 p. m., 3d Mon., 9:30 a. m., K. P. hall.  
J. J. Pollock, 526 Everett st...C  
J. H. Patterson, 227 Everett st..S

296—C. W. CLEMENT, Rutland, Vt., 3d Sun., 6:30 p. m., G. A. R. hall.  
T. C. Corcoran, 40 East st...C  
W. E. Amblo, 87 Maple st....S

297—SOMERSET, Somerset, Ky., 1st & 3d Sun., 7:30 p. m., Johnson's hall, Main st.  
Geo. Neikerk, Sta. "A".....C  
H. O. Gann, Jacksboro st., Station "A" .....S

298—KANSAS, Herington, Kan., 2d & 4th Sun., 2 p. m., I. O. O. F. hall, N. Broadway.  
Albert B. Pearson, box 1276...C  
W. F. Thornburg, box 663...S

299—LIMA, Lima, O., 2d & 4th Sun., 2 p. m., Mitchell hall.  
G. G. Bashore, 520 S. Main..C  
O. D. Fisher, Holland blk....S

300—DODGE CITY, Dodge City, Kan., every Sat., 1:30 p. m., Masonic hall.  
Geo. D. Pond.....C  
J. A. Corey.....S

301—SEYMOUR, Seymour, Ind., 2d & 4th Sun., 2 p. m., Masonic Temple.  
H. Childers, 205 E. Brown st..C  
J. W. Cuddahee, 202 E. 2d st..S  
Ford Cox, 418 E. 2d st.

302—LAFAYETTE, Lafayette, Ind., 1st & 3d Sun., 2:30 p. m., I. O. R. M. hall.  
A. T. Pearson, 1000 Hartford..C  
Charles Bloom, 1119 Union st..S

303—NEW ALBANY, New Albany, Ind., 1st & 3d Sun., 9:30 a. m., K. & L. of H. hall.  
G. S. Hice, 1306 E. Market st.C  
W. E. Russell, 1201 E. Main..S  
T. C. Laughlin, 703 E. Main st.

304—PEARL RIVER, Canton, Miss., 1st & 3d Sun., 4 p. m., K. P. hall.  
O. A. Harrison.....C  
A. W. Moss, Water Valley, Miss. ....S

305—LA GRANDE, La Grande, Ore., 1st & 3d Sun., 7:30 p. m., Elks' hall.  
Frank O'Hare .....C  
F. H. Mytinger.....S

306—BAY, W. Bay City, Mich., 2d & 4th Sun., 11 a. m., I. O. O. F. hall.  
Theo. Soderquist, 308 N. Linn..C  
E. F. Richards, 205 Marquette.S

307—JERSEY CENTRAL, Elizabeth, N. J., 2d Wed. 10 a. m., & 4th Sun. 2:30 p. m., Assembly hall.  
Geo. B. Van Nortwick, 84 W. Cliff st., Somerville, N. J....C  
Philip Backer, 89 W. Main st., Somerville, N. J....S

308—BLUFF CITY, Mt. Carmel, Ill., 1st & 3d Sun., 2:30 p. m., I. O. O. F. hall.  
J. E. Drake.....C  
John F. Stansil, 921 W. Market st.....S

309—W. H. WRIGHT, Youngwood, Pa., 1st Sun. 9:30 a. m., 3d Sun. 7 p. m., I. O. O. F. hall.  
H. C. Weimer.....C  
J. S. Best.....S

310—MOBILE, Mobile, Ala., 1st & 3d Sun., 2 p. m., Royal and St. Michael st.  
T. C. Byrne, 54 S. Dearborn...C  
P. M. Hickey, 108 Dauphin...S

311—NEW YEAR, Waycross, Ga., 2d & 4th Sun., 2:30 p. m., Masonic hall, Plant ave.  
R. H. Halyburton, 19 Jane st...C  
J. S. Baugh, 77 Albany ave...S

312—DEFENDER, Weehawken, N. J., 2d & 4th Sun., 1:30 p. m., Masonic Temple, Union Hill W. K. French, 393 Falisade...C  
J. Clark Sheldon, 7 1st st., Clifton Park.....S

313—SAN XAVIER, Tucson, Ariz., every Sun., 1:30 p. m., A. O. U. W. hall, E. Cong. st.  
Alonso Haley, box 322.....C  
C. F. Davani, box 322.....S

314—ALLEGHENY CITY, Allegheny, Pa., 2d & 4th Sun., 2 p. m., I. O. O. F. hall.  
E. A. Stanley, 1910 St. Clair Terrace.....C  
P. Rafferty, Bryant ave., Bellevue, Pa.....S

315—NEGOMIS, Chapeau, Ont., 1st & 3d Sun., 2 p. m., I. O. O. F. hall.  
Ed. Pearson.....C  
A. Sweeney, box 142.....S

316—SHAWNEE, Shawnee, Okla., 1st & 3d Sun., 2 p. m., I. O. O. F. hall, N. Broadway.  
A. S. Pace, 404 N. Kickapoo...C  
D. A. Crafton, box 461.....S

317—ELM CITY, New Haven, Conn., 1st & 3d Sun., 10:30 a. m., I. O. O. F. hall, 95 Crown J. Wall, 20 Cassius st.....C  
F. J. Flanagan, 272 Portsea st..S

318—ASHEVILLE, Asheville, N. C., 1st & 3d Sun., 11 a. m., O. R. C. hall, Depot st.  
Thos. Wakefield, Mountford hotel.....C  
C. L. Felmet, 222 W. Haywood..S

319—KEOWEE, Greenville, S. C., every Sun., 2:30 p. m., Carpenters' hall.  
M. C. Green, 30 Monroe st....C  
C. E. Bull, 820 Hampton ave...S  
J. C. Arwood, 209 Frank st....S

320—MIAMI VALLEY, Dayton, O., 1st & 3d Sun., 2 p. m., I. O. O. F. hall, 5th st.  
C. W. Long, 324 Warren....C  
F. E. Nichols, 1507 Brown st..S

321—EASTER, Springfield, Mo., 2d & 4th Mon., 2 p. m., K. P. hall, College st.  
B. S. Shirk, 467 E. Walnut st..C  
O. E. Rasser, 1345 N. Jefferson..S  
C. H. Hassell, 615 W. Walnut

322—MAPLE LEAF, Lindsay, Ont., 1st & 3d Sun., 2 p. m., 27 Kent st., Forresters' hall.  
W. Mercer.....C  
F. Shaw, box 20.....S

323—CONGAREE, Columbia, S. C., every Sun., 10 a. m., 1532 Main st., State Bank bldg.  
T. A. Cobb, 1319 Lumber st...C  
Jas. L. Davis, 1509 Main st...S

324—BLUEFIELD, Bluefield, W. Va., every Sun., 2 p. m., Red Men's hall, Bluefield ave.  
John W. Wall, 705 Bluefield..C  
E. D. Evans, North Fork, W. Va.....S

325—GRAND JUNCTION, Grand Junction, Colo., 1st & 3d Thur. 2 p. m., Elks' hall.  
H. Marsters.....C  
A. F. McCabe, 403 Ouray ave..S

326—NEW CASTLE, New Castle Pa., 1st Sat., 3d Fri., 7:30 p. m., K. P. hall.  
W. T. Saul, 514 W. Cherry st..C  
W. J. Spurrier, 210 W. Cherry..S

327—GOLDEN RULE, Effingham, Ill., 1st Sun., 10 a. m., I. O. O. F. hall, Main st.  
L. M. Hough.....C  
W. J. Underiner.....S

328—LAKE PARK, Hillsboro, Tex., every Wed., 7:30 p. m., B. R. T. hall, 114 S. Waco st.  
T. B. Watson, 111 Matthew...C  
C. S. McKee, 209 Matthew st..S

329—CHAMPION CITY, Springfield O., 1st & 3d Sun., 1:30 p. m., P. O. S. A. hall.  
C. F. Phleger, 921 Clifton ave..C  
Van Oren, 206 E. Pleasant st..S

330—EMPORIA, Emporia, Kan., 1st & 3d Sun., 2 p. m., K. P. hall, 626 Commercial st.  
C. L. Jacobs, 503 Union st...C  
H. W. Hedgecock, 226 Neosho..S

331—SUSQUEHANNA, Columbia, Pa., 2d & 4th Sun., 1:30 p. m., Eagles' hall, 3d & Locust.  
P. Morarity, Front & Union...C  
H. R. Haefner, 20 N. 5th st..S

332—JONESBORO, Illinois, Mo., 1st & 3d Sun. 7:30 p. m., Doty hall.  
O. R. Detrick.....C  
J. W. McColgan, box 62.....S

333—RENOVO, Renovo, Pa., 2d & 4th Sun., 1:30 p. m., I. O. O. F. hall, 6th st.  
Wm. J. Buck.....C  
Wm. F. Deckard, box 321...S  
M. T. Cummings.....S

334—AVONDALE, Birmingham, Ala., 1st & 3d Sun., 2 p. m., 1820 1/2 4th ave.  
H. L. Cox, 5109 1st ave., Woodlawn, Ala.....C  
T. J. Allen, Jr., 5044 1st ave., Woodlawn, Ala.....S

335—CONCORD, Concord, N. H., 3d Sun., 11:30 a. m., G. A. R. hall, N. Main st.  
J. Follensbee, 91 Warren st...C  
A. E. Bean, 20 Rumford st...S

336—DULUTH, Duluth, Minn., 2d & 4th Sun., 2 p. m., Macabees hall, 224 W. 1st st.  
Jno. M. McNaughton, 12 W. 1st st., Flat A.....C  
Fred C. Bahr, 2127 W. 1st st..S

337—BALTIMORE, Baltimore, Md., 2d Sun., 2 p. m., 4th Sat. 7:45 p. m., Mechanics' hall, 620 W. Baltimore st.  
Henry Long, Forest Park....C  
J. E. Gary, Mt. Winans, Md...S

338—WICHITA, Wichita, Kan., 2d & 4th Sun., 7:30 p. m., Macabees hall, 211 E. Douglas.  
L. W. Creager, 415 W. 2d st...C  
A. Anderson, L. box 844.....S

339—WASHINGTON, Washington, Ind., 2d & 4th Sun., 9:30 a. m., Fire station hall.  
W. H. Allen, 229 Front st....C  
E. R. Thorpe, 1302 State st...S

340—GLADSTONE, Gladstone, Mich., 2d & 4th Sun., 10 a. m., Fraternity hall.  
David Bailly, box 277.....C  
I. B. Byers, box 447.....S

341—CANADAWARAN, Norwich, N. Y., 1st Sun. 2 p. m., Red Men's hall, Cook blk.  
Chas. T. King, Pine Villa....C  
C. W. Dorman, 47 Front st...S

342—OVERLAND, Junction City, Kans., 1st & 3d Sun., 3:30 p. m., Union hall.  
J. E. Cave, 1504 E. 12th st...C  
R. B. Cunningham, R. Rte. 3..S

343—BLUE VALLEY, Fairbury, Neb., 2d & 4th Sun., 2:30 p. m., K. & L. of H. hall.  
T. H. Mitchell, 923 6th st....C  
J. L. Hutchison, 922 5th st...S

344—EAST TORONTO, York, Ont., 2d & 4th Mon., 7:30 p. m., I. O. O. F. hall, Danforth.  
R. G. Cleverdon, 33 Osborne ave., E. Toronto.....C  
G. Prescott, 1469 Danforth ave., E. Toronto.....S  
John White, 92 Swanwick ave.  
E. Toronto, Ont.....S

345—WEST TORONTO, Toronto Junction, Ont., 2d & 4th Sun., 2:30 p. m., James blk.  
W. H. Hind, 141 Annette st., W. Toronto, Ont.....C  
G. A. Wood, 57 Empress Crescent, Toronto, Ont.....S

346—YELLOW RIVER VALLEY, Tomah, Wis., 1st & 3d Sun., 10 a. m., I. O. O. F. hall.  
Thos. Moran.....C  
H. B. Keeler, box 531.....S  
C. A. Dunn.....S

347—JULIEN, Dubuque, Ia., 2d Sun., & 4th Mon., 2 p. m., Union hall, 1965 Couler ave.  
G. R. Hibbard, 2072 Jackson...C  
J. H. Bassett, 1987 Washington st.....S

348—TIPTON, Tipton, Ind., 1st & 3d Sun., 10 a. m., Macabees hall.  
F. E. C. Hartman.....C  
A. O'Beirne.....S

349—CREWE, Crewe, Va., 2d & 4th Sun., 10 a. m., Masonic hall.  
J. W. Harding.....C  
J. L. Morris.....S

350—SEATTLE, Seattle, Wash., 2d & 4th Sun., 1:30 p. m., 1923 1/2 1st ave.  
Phin. Reed, 1132 63d West...C  
James R. McLean, 1700 16th..S

351—THREE STATES, Portsmouth, O., 2d & 4th Sun., 1 p. m., Clay & Robinson.  
W. G. Hopkins, 560 Lexington ave., Newport, Ky....C  
L. C. Payne, 440 E. 12th st..S

352—KEEWATIN, Kenora, Ont., 1st & 3d Sun., 14:30 k. I. O. O. F. hall.  
D. Campbell.....C  
A. Hargrave, box 34.....S

353—MINNE-**WAUKON**, Estherville, Ia., 3d Sun., 10 a. m. K. P. hall.  
*C. L. Mudge*.....*C*  
*W. A. O'Neil*, 915 E. Maple...*S*

354—**HAGERSTOWN**, Hagerstown, Md., 1st & 3d Sun., 2 p. m., Hose hall, S. Potomac.  
*J. D. Booz*, 203 Summit ave...*C*  
*J. W. Nichols*, 563 W. Washington st. ....*S*

355—**ALLANDALE**, Allandale, Ont., 3d Sun., 2:30 p. m., Trainmen's hall.  
*A. Klehn*.....*C*  
*F. Heard*, box 16.....*S*

356—**BLACK EAGLE**, Great Falls, Mont., 2d & 4th Sun., 7:30 p. m., Conrad hall.  
*J. H. Hall*, box 410.....*C*  
*Otto Bjornstad*, box 325.....*S*

357—**CONNELLSVILLE**, Connelville, Pa., 2d Sun., 7 p. m., 4th Sun.: 1:30 p. m. I.O.O.F. hall  
*W. S. Shuman*, 310 E. Francis, *C*  
*D. T. Hivleman*, 410 E. Francis, *S*

358—**LADAS**, Thayer, Mo., 1st & 3d Sun., 9 a. m., Boyd's hall  
*O. T. Vestal*, L. box 235.....*C*  
*J. W. Lewis*, L. box 222.....*S*

359—**EXCELSIOR**, East Albany, N. Y., 1st Sun., 10:30 a. m., Vaughan hall, Rensselaer.  
*John L. Parmertson*, 439 Broadway, Rensselaer, N. Y.....*C*  
*John P. Kilmer*, 1447 Broadway, Rensselaer, N. Y.....*S*  
*John J. Ryan*, 68 Elm st, Rensselaer, N. Y.

360—**MARTIN CLANCY**, Two Harbors, Minn., 2d & 4th Sun. 2:15 p. m., K. P. hall.  
*Paul Barcomb*.....*C*  
*D. W. Owens*.....*S*

361—**VALLEY**, Valley Junction, Ia., 2d & 4th Sun., 10:30 a. m., Fraternal hall.  
*J. A. Gibson*, box 184.....*C*  
*R. W. Porter*, box 215.....*S*

362—**VERNON**, Nevada, Mo., 2d & 4th Sun., 2:30 p. m., K. P. hall, Cherry & Cedar sts.  
*R. Elliott*, 610 E. Walnut st...*C*  
*G. C. Hedges*, 720 S. Cedar st. *S*

363—**SUGAR CITY**, Norfolk, Neb., 1st Wed. 8 p. m., 3d Sun., 2 p. m., Railway Employes' hall  
*A. G. Heckman*, 720 S. 1st st...*C*  
*E. B. Taylor*, 1205 Cleveland, *S*

364—**GOLDEN GATE**, Oakland, Cal., every Sat., 7:45 p. m., Pythian Castle, 12th & Alice.  
*M. A. Ruble*, 1900 Nason st., Alameda, Cal. ....*C*  
*T. A. Hughes*, 2286 West st...*S*

365—**ALFRED BECK**, Pensacola, Fla., 2d & 4th Sun., 9:30 a. m., K. P. hall, 10 W. Gardner.  
*E. B. McGill*, 706 E. Jackson...*C*  
*G. M. Wilson*, 619 N. Haynes...*S*

366—**LEEDS**, Brockville, Ont., 1st Mon., 2 p. m., A.O. U. W. hall, King st.  
*Jas. Splan*.....*C*  
*R. McConachie*, box 533.....*S*

367—**MCCOMB CITY**, McComb City, Miss., 1st & 3d Sun., 2 p. m., Masonic hall.  
*H. L. Price*.....*C*  
*E. L. McLaurence*.....*S*  
*R. S. Price*.

368—**ARGENTINE**, Argentine, Kan., 1st & 3d Sun., 2 p. m., Firemen's hall.  
*J. M. Woodward*, S. 8th st....*C*  
*Geo. McNeal*, 28 S. 7th st....*S*

369—**ARKERSBURG**, Parkersburg, W. Va., 1st & 3d Sun. 2:30 p. m., Fraternal hall.  
*T. C. Hogan*, 1915 Spring st...*C*  
*C. W. Ebert*, 1201 Murdock...*S*

370—**PROVIDENCE**, Providence, R. I., 2d & 4th Sun., 2 p. m., Manhen hall, 433 Westminster.  
*B. F. Harrington*, 251 Carpenter st. ....*C*  
*W. A. Doran*, 80 Douglas ave...*S*

371—**LIVINGSTON**, Livingston, Mont., 1st & 3d Sun., 2:30 p. m., Masonic Temple.  
*E. E. Moyses*, 119 N. C st....*C*  
*Frank Shelper*, 318 S. 6th st...*S*

372—**CORTEZ**, Raton, N. M., Sun. 2:30 p. m., I.O.O.F. hall.  
*J. H. Fisher*, box 264.....*C*  
*R. F. Purdy*, 321 N. 3d st....*S*

373—**FOX RIVER**, Green Bay, Wis., 2d & 4th Sun., 2 p. m., K. P. hall.  
*C. H. Smith*, 510 School Place...*C*  
*F. H. Seymour*, 802 Cora st...*S*

374—**INDEPENDENT**, Elmira, N. Y., 1st & 3d Sun., 2:30 p. m., Red Men's hall.  
*J. I. Lyons*, 507 Baldwin st...*C*  
*F. M. Collier*, 1316½ Lake st...*S*  
*B. L. Bennett*, 1006 College ave.

375—**GOLD COIN**, Canon City, Colo., 4th Sun., 8 p. m., Elks' hall.  
*W. H. Hammond*, 710 River...*C*  
*A. H. Smith*, 1115 Macon ave...*S*

376—**C. F. WILCOX**, Montpelier, O., 2d & 4th Wed., 2 p. m., Odd Fellows' hall.  
*N. J. Schafer*, box 42.....*C*  
*F. E. Rundel*, box 42.....*S*

377—**JOLIET**, Joliet, Ill., 2d & 4th Sun., 3 p. m., Castle hall.  
*F. W. Hensel*, 1513 E. Cass st...*C*  
*E. B. French*, 102 Winston ave...*S*

378—**CAPITOL**, Washington, D. C., 2d & 4th Sat., 8 p. m., Home Ins. bldg., 5th & G sts, N. W.  
*S. A. Beard*, 132 11th st. S.E...*C*  
*W. P. Miller*, box 15, Berwyn, Prince George Co., Md....*S*

379—**CORBIN**, Corbin, Ky., Sun. 9:30 a. m., I.O.O.F. hall, Main.  
*A. B. Johnson*.....*C*  
*W. C. Killinger*.....*S*

380—**CADDO**, Mena, Ark., Sun., 2:30 p. m., Tobin hall.  
*R. L. Gordon*.....*C*  
*Warren Hurlbert*, box 256...*S*

381—**HOWELL**, Evansville, Ind., 1st & 3d Sun., 2 p. m., 115 4th st., Dickman bldg.  
*W. C. McLean*, 916 U. 8th st...*C*  
*L. B. Walts*, box 84.....*S*

382—**PITTSBURG**, Pittsburg, Kan., 1st & 3d Sun., 2:30 p. m., A.O.U.W. hall, 126½ E 3d  
*J. W. Nichols*, 608 N. Pine...*C*  
*Joseph Mooney*, 725 E. 8th st...*S*  
*W. B. Comer*, 1304 N. Joplin.

383—**ALGIERS**, Lafayette, La., Sun. 2:30 p. m., K. P. hall.  
*Chas. H. Lusted*.....*C*  
*J. J. Vanderlinden*, 349 Belleville st, Algiers, La.....*S*

384—**LIBERTY ISLE**, Tottenham, N. Y., 4th Sun., 2 p. m., K. P. hall, Amboy ave.  
*F. Seguin*, 98 Washington st., Perth Amboy, N. J.....*C*  
*W. J. Reeves*.....*S*

385—**IONIA**, Ionia, Mich., 2d & 4th Sun., 10 a. m., Trades & Labor hall, Main st.  
*A. W. Merriam*, 316 E. Washington st. ....*C*  
*Chas. L. D. Kench*, 415 E. Main st. ....*S*

386—**E. ST. LOUIS**, E. St. Louis, Ill., 1st & 3d Sun., 1:30 p. m., Music hall.  
*Wm. H. Ray*, 917 Illinois ave...*C*  
*J. L. Lawson*, 452 Columbia Pl...*S*

387—**U. S. HUGHES**, Anderson, Ind., 1st & 3d Sun., 2 p. m., cor. 9th & Central ave.  
*Bert Thomas*, 1520 Walnut st...*C*  
*Fred Kent*, 104 E. Maple st...*S*  
*Wabash, Ind.*.....*S*  
*R. Palmer*, 28 E. Market st., Wabash, Ind.

388—**ALTON**, Alton, Ill., 2d Sun., 7 p. m., K. P. hall.  
*J. C. McGuan*, 1228 Belle st...*C*  
*R. M. Brown*, 1217 Main st...*S*

389—**ALBUQUERQUE**, Albuquerque, N. M., every Mon., 2 p. m., Odd Fellows' hall.  
*G. H. Frost*, 302 W. Huning...*C*  
*F. A. Nohl*, 217 N. Walter st...*S*

390—**SMOKY VALLEY**, Hoisington, Kan., 2d & 4th Sun., 2:30 p. m., New Masonic hall.  
*J. B. Louberger*.....*C*  
*Geo. W. Fritz*, box 433.....*S*

391—**LONG ISLAND**, Long Island City, N. Y., 2d & 4th Tues. 12:30 p. m., Smithsonian hall.  
*N. L. Barton*, Patchogue, N.Y...*C*  
*F. C. Newton*, Port Jefferson, N. Y. ....*S*

392—**ORANGE GROVE**, San Bernardino, Cal., 2d & 4th Sat. 8 p. m., Native Sons' hall.  
*A. W. Cowan*, 606 G st.....*C*  
*E. A. Vahey*, R. D. No. 1....*S*

393—**MOOSE JAW**, Moose Jaw, Saskatchewan, 1st & 3d Sun., 14 k., Hitchcock's hall.  
*A. L. McIntosh*, box 609.....*C*  
*W. S. Baxter*, box 103.....*S*

394—**CHOCTAW**, Haileyville, Okla., 1st & 3d Sun., 2:30 p. m., Masonic hall.  
*R. W. Hallum*, So. McAlester, Okla. ....*C*  
*J. H. Combs*, box 396, Willburton, Okla. ....*S*

395—**SALT LAKE**, Salt Lake City, Utah, 2d & 4th Sun., 2 p. m., K. P. hall, S. Main st.  
*N. S. Sweetwood*, 389 E st...*C*  
*B. C. McCallow*, 22 Wellington Court .....*S*

396—**LONGVIEW**, Longview Jct., Tex., every Sun., 10 a. m., O. R. C. hall.  
*S. M. Anderson*.....*C*  
*B. T. Stelson*, box 411.....*S*

397—**KENTON**, Covington, Ky., 1st & 3d Sun., 9:30 a. m., K. P. hall, Pike & Madison.  
*W. G. Woodward*, 15th & Madison ave. ....*C*  
*W. S. Mead*, 2020 Garrard st...*S*

398—**DEL RIO**, Del Rio, Tex., 1st & 3d Wed., 2:30 p. m., Block's hall.  
*T. J. Weed*.....*C*  
*S. B. Buchanan*, box 237.....*S*

399—**LAREDO**, Laredo, Tex., Mon., 9:30 a. m., K. P. hall.  
*Geo. M. Gibson*.....*C*  
*W. H. Dunn*.....*S*

400—**WELDON SPRINGS**, Clinton Ill., 1st & 3d Sun., 2:30 p. m., R. of L. F. hall.  
*Thos. J. Boyle*, 421 W. Adams...*C*  
*V. E. Daniels*, 115 N. Elizabeth...*S*

401—**VETERAN**, Lehighton, Pa., 2d & 4th Tues., 2 p. m., Rebbers' hall, S. 1st st.  
*James N. Miller*.....*C*  
*W. E. Xander*, L. Box 294....*S*

**MASSILLON**, Massillon, O., 1st Mon., 7 p. m., & 3d Sun., 1 p. m., Jr. O. U. A. M. hall, 19 B. Main st.  
**J. F. Stamets**, 441 S. Erie st..  
**E. H. Krause**, 1 Shriver st..  
**403—BANGOR**, Bangor, Me., 2d Sun., 2 p. m., 116 Main st.  
**John L. Frost**, 58 Kendusky..  
**W. W. Worth**, 7 Brimmer st., Brewer, Me..  
**404—SAN JOAQUIN**, Kern City, Cal., 2d & 4th Fri., 8 p. m., K. P. hall, 621 I st..  
**D. S. Weir**, 833 I st..  
**C. P. Badger**, 707 K st..  
**405—MISSABE**, Proctor, Minn., 1st & 3d Sun., 9 a. m., Village hall.  
**J. E. Code**..  
**Wm. Chisholm**..  
**406—MONMOUTH**, Monmouth, Ill., 2d & 4th Sun., 8 p. m., G. A. R. hall.  
**John Little**, 410 S. D st..  
**J. T. Darling**, 314 S. B st..  
**407—ELK RIVER**, Cranbrook, B. C., 2d & 4th Tues., 19:30 k. Carmen hall.  
**D. Hopkins**..  
**D. J. Speers**..  
**408—EVANSTON**, Evanston, Wyo., 1st & 3d Thurs., 2:30 p. m., A. O. U. W. hall.  
**G. L. Miller**..  
**H. J. Zipp**..  
**409—TWENTIETH CENTURY**, Salem, Ill., 1st Sat., 7:30 p. m., 3d Sun., 9:30 a. m., B. R. T. hall, Schwartz blk.  
**A. W. Stanford**..  
**Frank Boyd**..  
**W. B. Henderson**..  
**410—BELLE PLAINE**, Belle Plaine, Ia., 2d Mon., 10 a. m., 4th Sun., 2:30 p. m., Red Men's hall.  
**V. E. Linsley**..  
**Thomas Ogilvie**..  
**411—PUEBLA**, Puebla, Mex., every Wed., 8:30 p. m., 2-da Calle Juarez.  
**I. C. Whiting**, Apartado 116..  
**C. A. DeVaney**, Apartado 116..  
**412—SEQUOIA**, Fresno, Cal., 1st & 3d Sun., 2:30 p. m., Union hall.  
**P. G. Deyo**, 909 T st..  
**S. B. Henderson**, 110 Thesta st..  
**413—BAY STATE**, Boston, Mass., 1st Sun., 10:30 a. m., 2d Thurs., 1:30 p. m., B. L. E. hall.  
**E. M. Roberts**, 39 Cambridge..  
**Royal E. Beal**, 179 Broadway, Lawrence, Mass..  
**414—KALISPELL**, Whitefish, Mont., 1st & 3d Sun., 2:30 p. m., Masonic hall.  
**E. A. Logan**..  
**M. S. Hurley**..  
**L. A. Bruckhouser**..  
**415—WELEETKA**, Sapulpa, Okla., every Sun., 2:30 p. m., I. O. O. F. hall.  
**A. K. Boggs**..  
**W. Dunn**..  
**416—POTTSVILLE**, Pottsville, Pa., 2d & 4th Sun., 1:30 p. m., Mountain City bldg.  
**Curtis H. Hartz**, Cressona, Pa.  
**L. E. Wilson**, 445 Mauch Chunk st..  
**J. Fielding**, 602 E. Arch st.

**417—WOODSVILLE**, Woodville, N. H., 1st & 3d Sun., 10:00 a. m., Davidson's hall.  
**O. A. Lang**, box 197..  
**George G. Shute**, box 101..  
**418—PRINCETON**, Princeton, Ind., 2d & 4th Sun., 9:30 a. m., Union hall, S. Seminary.  
**G. R. Swearingen**, 623 S. Seminary st..  
**J. D. Ryan**, 604 S. Prince st..  
**419—SHREVEPORT**, Shreveport La., 2d & 4th Sun., 2:30 p. m., K. P. hall, Market st.  
**Bert Kelsey**, 1713 Park ave..  
**R. T. Layne**, 416 Allen ave..  
**420—MOUNT RUNDELL**, Stelarton, N. S., 1st Sun., 14 k., Stuart's hall.  
**F. D. Black**..  
**M. McGilivray**, box 209..  
**421—PECOS VALLEY**, Amarillo, Texas, 1st & 3d Sun., 2:30 p. m., 2d & 4th Sun., 8:00 p. m., I. O. O. F. hall.  
**F. Livermore**, 200 Johnson st..  
**E. L. Taylor**, 403 Lincoln st..  
**422—CAPE CITY**, Chaffee, Mo., 1st & 3d Sun., 2 p. m., 2d & 4th Mon., 7:30 p. m., Byrd's hall.  
**John Bohan**..  
**E. H. Riggs**, Crystal City, Mo., box 764..  
**423—DALHART**, Dalhart, Tex., 2d & 4th Sun., 11:00 a. m., Mundell hall.  
**R. A. Tracy**, box 292..  
**Jno. M. Sammons**, box 273..  
**424—DEEP WATER**, Gulfport, Miss., 1 & 4th Sun., 1 p. m., Masonic hall.  
**Geo. P. Dorsey**, R.F.D. No. 2 Jackson, Miss..  
**E. Langworthy**, 1301 30th ave..  
**426—ANTHRACITE**, Dunmore, Pa., 2d & 4th Sun., 2 p. m., hall over Dunmore depot.  
**A. R. Snyder**, Dudley st..  
**W. E. Correll**, 232 Cherry st..  
**427—BOX BUTTE**, Alliance, Nebr., every Tues., 2 p. m., K. C. hall.  
**J. A. Armour**, 822 Box Butte..  
**T. R. Randall**, 822 Cheyenne av..  
**428—MONCLOVA**, Monclova, Mex., every Monday at 7:30 p. m., Quinn's hall.  
**W. A. Winchell**, Monclova Estacion, Mex..  
**S. G. Sturgis**, box 18, Monclova Estacion, Mex..  
**429—LOCK CITY**, Sault Ste. Marie, Mich., 1st & 3d Sun., 2:30 p. m., K. of C. hall.  
**F. E. Swift**, 526 Elizabeth st..  
**Jno. Hawkshaw**, Sault Ste. Marie, Ont., care A. C. Ry..  
**430—MCLENNAN**, Mart, Tex., 2d & 4th Sun., 2:30 p. m., K. P. hall.  
**N. D. Wheeler**..  
**C. M. McIntosh**, box 212..  
**431—GUILFORD**, Greensboro, N. C., 2d & 4th Sun., 2 p. m., K. P. hall, S. Elm st.  
**W. S. Witherspoon**, 729 Pearson st..  
**C. B. Guthrie**, 411 E. Lee st..  
**432—MONTERREY**, Monterrey, N. L., Mex., Mondays, 1 p. m., 206 Calle De Puebla.  
**H. E. Jones**, 48 Calzado De Progreso..  
**Geo. M. Gibson**, 322 Calle De Zaragoza..  
**B. H. Harbin**, Roosevelt hotel.

**433—"AT LAST,"** Pitcairn, Pa., 2d Sun., 7:30 p. m., I. O. O. F. hall.  
**J. S. Linglebaugh**..  
**J. E. Holohan**, Wall, Pa..  
**434—GREENVILLE**, Greenville, Texas, every Sun., 4 p. m., Levy bldg.  
**G. C. Zachry**..  
**Burt Spaulding**..  
**E. F. Odell**..  
**435—WEST BRANCH**, Clearfield, Pa., 2d & 4th Sun., 2:30 p. m., O. U. A. M. hall.  
**F. R. McKelvy**..  
**H. I. Caldwell**..  
**P. G. Johnson**..  
**436—CHIHUAHUA**, Chihuahua Shops, Mex., Sundays 10:00 a. m., O. R. C. hall, Chihuahua Shops.  
**J. J. Dorcy**, box 2..  
**E. D. Paris**, box 2..  
**437—TRUE BLUE**, Eldon, Ia., 2d & 4th Sun., 2 p. m., K. P. hall.  
**R. B. Vandyke**..  
**I. Forrest**..  
**438—OSAGE**, Eldon, Mo., 1st & 3d Sun., 1:30 p. m., Masonic hall.  
**W. J. Mudgett**..  
**H. N. Johnston**..  
**439—BIG HORN**, Sheridan, Wyo., first four Mondays, 2 p. m., P. O. Book Store hall.  
**H. Johnson**, 645 Gladstone st..  
**J. O. West**, 244 Lewis st..  
**440—PACIFIC**, San Luis, Obispo, Cal., 1st Sun., 2:30 p. m., and 3d Sun., 7 p. m., Eagle's hall.  
**C. B. Houser**..  
**W. A. Kesler**..  
**441—MT. BLANCA**, Alamosa, Colo., 2d & 4th Sun., 7:30 p. m., Kinch hall.  
**G. B. Cole**..  
**Robt. Ginn**, box 167..  
**442—N. D. SCOTT**, Wheeling, W. Va., 2d & 4th Sun., 7:30 p. m., Trades Assembly hall.  
**A. A. Gaus**, 43 18th st..  
**W. W. Baggs**, Bridgeport, O..  
**443—BUTLER**, Du Bois, Pa., 1st & 3d Sun., 1 p. m., Eagles hall, Long ave.  
**J. J. Reid**, 400 3d st..  
**R. B. Reed**, 110 3d st..  
**444—OLEAN**, Olean, N. Y., 1st & 3d Sun., 7:30 p. m., Sheehan hall, Wayne and Union.  
**W. F. Metcalf**, 431 N. 1st st..  
**E. A. Swarts**, 17 4th ave. blv..  
**445—DELMAR**, Delmar, Md., 2d & 4th Sun., 3:00 p. m., Masonic hall.  
**C. A. Elliott**, Delmar, Del..  
**H. M. Waller**, Delmar, Del..  
**446—ATLANTIC CITY**, Atlantic City, N. J., 2d & 4th Sun., 1:30 p. m., Cor. Atlantic and Michigan ave.  
**Geo. C. Harr**, 1715 Cayuga st., Philadelphia, Pa..  
**J. H. Lance**, Hammonont, N. J..  
**447—CHARTIERS VALLEY**, Carnegie Pa., 1st Sun., 1 p. m., 3d Wed., 6 p. m., Masonic hall.  
**K. N. Rogers**, Sheridanville, Pa..  
**P. R. Thomas**, 111 Dickman st.

448—BRECKENRIDGE, Breckenridge, Minn., 1st Sun., 10:30 a. m., 3d Sun., 2:30 p. m., K. P. hall.  
Jno. A. Laird, Willmar, Minn...C  
W. A. O'Kane.....S

449—HARRISBURG, Harrisburg, Pa., 2d & 4th Sun., 1:30 p. m., Frackler's hall, 13th & Derry sts.  
E. F. Richwine, 349 S. 14th st.C  
A. M. Clay, 204 Walnut st..S  
E. T. Rafferty, box 251

450—POTOMAC, Alexandria, Va., 1st & 3d Sun., 2:30 p. m., over National Bank, King & Royal sts.  
R. H. Sherman, 218 N. Fairfax st.....C  
W. B. Smithers, 116 N. Columbus st.....S

451—HAMLET, Hamlet, N. C., 1st & 4th Sun., 2 p. m., B. L. E. hall.  
W. B. Carson, box 261.....C  
C. A. White, box 317.....S

452—RAILSBACH, Richmond, Ind., 2d Sun., 2:30 p. m., 4th Sun., 7:30 p. m., Red Men's hall.  
L. E. Wellbaum, 6 Ft. Wayne ave.....C  
V. D. Noland, 119 N. 16th st..S

453—ENDERLIN, Enderlin, N. D., 1st & 3d Sun., 2 p. m., Masonic hall.  
W. W. Shaw.....C  
T. L. Longley.....S

454—HUNTER, Marshall, Tex., 1st & 3d Sun., 2 p. m., K. P. hall.  
F. L. Jordan, 405 N. Bolivar..C  
W. F. Thompson, 401 N. Washington st.....S  
E. H. Neimeyer, 601 N. Bolivar.

455—FILLYAW, Florence, S. C., 1st & 3d Sun., 8:30 p. m., Masonic Temple.  
J. V. Harker.....C  
L. C. Jones, box 123.....S

456—EVERETT, Everett, Wash., 2d & 4th Sun., 8 p. m., I. O. O. F. hall, Westmore ave.  
N. Peltier, 2021 Summit st...C  
T. F. O'Day, 2201 Walnut st..S

457—GEORGIA, Atlanta, Ga., every Sun., 2 p. m., Kiser bldg.  
W. A. Wooddall, Ft. Valley, Ga.C  
W. N. Harkins, 168 W. North.S

458—LAKE LAND, Lakeland, Fla., every Sun., 10 a. m., K. P. hall.  
J. D. Wadkins.....C  
W. T. Overstreet, L. box 348..S

459—CHAMPAIGN, Champaign, Ill., 2d Tues., 7 p. m., 4th Sun. 2 p. m., Engineers' hall, S. Neil st.  
E. G. Johnston, 636 S. Randolph st.....C  
W. H. McGee, 606 S. State st..S

460—KOKANE, Nelson, B. C., 2d Sun. 14 k. Fraternity hall.  
T. C. Peck, Midway, B. C...C  
A. Halkett, box 216.....S  
J. Bradshaw, box 628.

461—WHITEHALL, Whitehall, N. Y., 2d & 4th Sun. 3 p. m., cor. Canal & Saunders sts.  
J. E. Rhodes.....C  
Geo. A. Hale, box 253.....S  
O. S. Benjamin.

462—ANTIGO, Antigo, Wis., 1st & 3d Sun., 10 a. m., Elks' hall.  
D. H. Duval, 1018 3d ave...C  
D. E. Rockwood, 837 1st ave..S

463—CALGARY, Calgary, Alberta, 2d & 4th Sun., 14:30 k. I. O. O. F. hall.  
D. McNeil, 203 14th ave. E...C  
F. Lance, 237 14th ave. E.,...S

464—BRANDON, Brandon, Man., 2d & 4th Sun., 14 k., Odd Fellows' hall, 8th st.  
S. R. Smith.....C  
Thos. Brownlee, box 604.....S  
C. R. Rupp.

465—E. SALAMANCA, E. Salamanca, N. Y., 1st & 3d Sun., 7:30 p. m., Union hall.  
M. J. Donnellan, Care Wildwood house.....C  
M. Griffin, 76 Forman st., Bradford, Pa. ....S

466—INGOT, Houghton, Mich., 1st Thurs., & 3d Sun., 8:30 p. m., Hartman's hall.  
C. E. Avery, 241 Albion st...C  
P. P. Robins, 331 Edwards st..S

467—WABASH TERMINAL, Carnegie, Pa., 3d Sun., 1:30 p. m., Odd Fellows' hall.  
L. C. Bingleman, gen. del., Pittsburg, Pa. ....C  
J. S. Atkin, R. F. D. 2.....S

468—ENID, Enid, Okla., 1st & 3d Sun., 7:30 p. m., Masonic hall.  
J. W. Gettel, 904 N. Grand...C  
W. P. Leslie, 902 W. Randolph..S

469—GARLAND CITY, Watertown, N. Y., 1st Mon., 8 p. m., 3d Sun. 2:30 p. m., K. P. hall.  
E. A. Jones, 644 Leroy st...C  
S. D. Bennett, 524 Stone st...S

470—MISSION, Los Angeles, Cal., 1st Fri. 2 p. m., 3d Sat. 8 p. m., Mammoth hall, No. 4.  
C. R. Miller, 618 Cit. Nat. Bk.C  
C. M. Hitchens, 1662 W. Jefferson st.....S

471—MONONGAHELA, Pittsburg, Pa., 2d Sun., 7:30 p. m., 4th Sun., 10:30 a. m., 27th & Sarah.  
Edw. Murray, 1119 Hayes ave. Carrick, Pa. ....C  
W. R. Williams, N. View & Oakley sts., S. S.....S

472—FAIRMONT, Fairmont, W. Va., 1st Sun., 2:30 p. m., 3d Sun., 7:30 p. m., Eagles' hall, Main st.  
F. C. Myers, 115 State st...C  
W. H. Brumage, 408 Market st.S

473—SHAWMUT, St. Mary's Pa., 2d & 4th Sun., 2 p. m., Hall's Bk., 109 St. Mary st.  
C. E. Decker, 46 St. Marys st.C  
A. J. Learn, 4th st.....S

474—COPPER CITY, Douglas, Ariz., 1st & 3d Fri., 8 p. m. I. O. O. F. hall.  
T. J. Gentry, 1048 14th st...C  
J. P. Nash, box 521.....S

475—WHITE RIVER, Crane, Mo., 2d & 4th Sun., 7 p. m., Masonic hall.  
Robert Douglas.....C  
D. E. Austin, 715 W. Elm st., Springfield, Mo. ....S

476—OKLAHOMA, Oklahoma City, Okla., 2d & 4th Sun., 2:30 p. m., Eagles' hall.  
E. W. Vance, 728 E. 5th st...C  
W. L. Hopkins, Saratoga hotel.S

477—VIRGINIA, Charlottesville, Va., 2d Mon., 2 p. m., 4th Sat. 7:30 p. m., Odd Fellows' hall.  
J. S. Wilson, 205 Monticello..C  
R. W. Childress, 5 Belmont ave.S

478—MIZPAH, Goldfield, Nev., 1st & 3d Sun., 8 p. m., Carpenters' Union hall.  
W. A. Cheek, Tonopah, Nev...C  
W. E. Paul, box 1937.....S

479—MILAN, Milan, Mo., 2d & 4th Sun., K. P. hall.  
E. Morton, Quincy, Ill.,...C  
H. H. Tittle.....S

480—PINEY WOODS, Silsbee, Tex., 1st & 3d Sun., 1:30 p. m., K. P. hall.  
J. W. Nelms, box 42.....C  
T. H. White, box 32.....S

481—TEKOA, Tekoa, Wash., every Sun., 7:30 p. m., Truax hall.  
J. A. Chidester, East 1723 15th ave., Spokane, Wash.....C

482—CEDAR VALLEY, Cedar town, Ga., 1st & 3d Sun., 2 p. m., Holmes & Pitts Bldg.  
L. C. Morgan.....C  
T. F. Thompson.....S

483—MINOT, Minot, N. D., 2d & 4th Sun., 2:30 p. m., Wheeler hall.  
A. J. Davis.....C  
T. F. Records, box 285.....S

484—COLONEL LULL, Chambersburg, Pa., 1st & 3d Sun., 2:30 p. m., K. of G. E. hall.  
M. L. Keller, 308 E. Wash. st.C  
W. L. Dornberger, 559 Broad..S

485—ETOWAH, Etowah, Tenn., Sun. 2 p. m., O. R. C. hall.  
J. L. Brenizer.....C  
A. F. Burgin.....S

486—BOURBON, Paris, Ky., 1st & 3d Sun., 1 p. m., Elks' hall.  
H. B. Arnold, 248 Winchester.C  
J. M. Smelser.....S

487—MT. STEPHEN, Revelstoke, B. C., 2d Fri., 19 k., & 4th Sun., 14 k., Selkirk hall.  
A. J. Patterson, Kamloops, B. C.C  
J. J. Porter, box 275.....S

488—WILLIAMSPORT, Newberry, Pa., 2d & 4th Sun., 1 p. m. I. O. O. F. hall, Arch & Water.  
O. A. Herman, Hughesville, Pa.C  
J. F. Culp, 2406 W. 4th st..S

489—RIVIERE DU LOUP, Riviere du Loup, Quebec, 1st & 3d Sun., 7 p. m. B. L. E. hall.  
J. N. St. Pierre, Riviere du Loup Station, P. Q.....C  
F. E. King, Riviere du Loup Station, P. Q.....S

490—PAVONIA, Jersey City, N. J., 3d Sun., 2 p. m., Union hall, cor. 4th and Grove.  
L. F. Ginocchio, 16 Main st.  
L. W. Orange, N. J.....C  
J. P. Ferson, 494 Grove st...S

491—WESTON, Weston, W. Va., 1st & 3d Sun., 1:30 p. m., I. O. O. F. hall, Main st.  
David Curran.....C  
W. F. Miles, box 318.....S

492—CANASTOTA, Palmerston, Ont., 2d Sun., 2:00 p. m., A. J. U. W. hall, Main st.  
F. L. Lewis.....C  
P. W. Cordingly.....S

493—MT. UNION, Prescott, Ariz., 2d & 4th Sun., 8 p. m., I. O. O. F. hall.  
Thos. W. Spratt.....C  
H. E. Shaw.....S

494—WINDSOR, Windsor, Ont., 2d & 4th Sun., 2:30 p. m., Victoria hall, Fleming blk.  
R. F. Whyte, 104 Victoria ave.C  
Godber Jackson, 114 Goyeau st.S

495—BATTLEFORD, North Battleford, Saskatchewan, 2d & 4th Sun., 14 k., Battleford Trading Co. hall, Main st.  
J. L. Cameron, box 19.....C  
W. O. Fowler.....S

496—WAPELLO, Ottumwa, Ia., 2d Sun., & 4th Mon., 7:30 p. m., B. of L. F. & E. hall.  
F. H. Hahn, 224 N. McLean..C  
F. C. Bell, 401 N. Clay st....S

497—QUEEN'S POINT, Keyster W. Va., 1st Sun., 3d Mon., 1:30 p. m., Odd Fellows' hall.  
W. B. Newman, 107 Main st..C  
J. T. Compton, box 315.....S  
J. M. Cather, 361 Piedmont st.

498—HILLYARD, Hillyard, Wash., 2d & 4th Sun., 10 a. m., I. O. O. F. hall.  
R. E. Banks.....C  
S. L. Cowles, box 163.....S

499—OUACHITA VALLEY, Monroe, La., 2d & 4th Sun., 2 p. m., Red Men's hall.  
J. W. Wayland, 900 St. John..C  
J. J. Bailey, 817 St. Ann st., Alexandria, La. ....S

500—NEW LONDON, New London, Conn., 2d & 4th Sun., 2 p. m., Mohegan Lodge room.  
F. W. Newell, 841 Bank st....C  
Geo. L. Spafford, 105 Broad st..S

501—SAMUEL SPENCER, Murphyboro, Ill., 2d Sun., 2 p. m., 4th Sun., 7:30 p. m., A. O. U. W. hall.  
R. E. Corley, Pine st.....C  
W. J. Howell, 1605 Logan st..S

502—WHEELER, Elkins, W. Va., 1st Sat. 8:30 p. m., 3d Sun. 1 p. m., K. P. hall, 3d st.  
A. H. Glenn, 24 Chestnut st...C  
B. F. Knaggs, 208 Buffalo st..S

503—MT. LOWE, Los Angeles, Cal., 2d & 4th Sun., 10 a. m., Rosler hall, 1500 N. Main st.  
L. M. Hamilton, 1233 Elden..C  
H. L. Mull, 321 S. Olive st...S

504—MONROE, Monroe, N. C., 2d & 4th Sun., 2:30 p. m., Masonic hall.  
S. H. Green.....C  
A. L. Dearing, box 505.....S

505—HIAZZLETON, Hazleton, Pa., 1st & 3d Sun., 2 p. m., Union hall.  
Frank McBrairty, 444 E. Walnut st. ....C  
G. L. Winters, 430 E. Walnut..S

506—FITZGERALD, Fitzgerald, Ga., 1st & O. 3d Sun., 1:30 p. m., I. O. O. F. hall.  
I. T. Bass, Oglethorpe, Ga....C  
J. F. Thompson.....S

507—TEAGUE, Teague, Tex., Sun., 2:30 p. m., O. R. C. hall, Main st.  
C. F. Hamilton.....C  
R. J. Sloat.....S

508—HAMMOND, Hammond, Ind., 2d Sun., 2 p. m., & 4th Sun., 7 p. m., Weis hall.  
E. G. Steineck, 620 Truman ave.C  
J. C. Collins, 645 Summer st..S

509—JOHN STEVENSON, Villa Grove, Ill., 1st & 4th Sun., 2 p. m., I. O. O. F. hall.  
S. M. Collins.....C  
J. F. Scott, box 157.....S

510—CROOKSTON, Crookston, Minn., 2d & 4th Sun., 8:30 p. m., Viking Chorus hall.  
D. F. Miller, O'Brien blk....C  
P. C. Keeley, 103 Washington..S

511—COLUMBUS, Columbus, Miss., every Sun., 9 a. m., B. L. E. hall, Main st.  
E. B. Taylor, 1117 College ave.C  
T. M. McCaul, 919 4th ave. N..S

512—MOUNT NAIRN, Dauphin Man., 2d & 4th Sun., 14:30 k., I. O. O. F. hall.  
D. L. Cox.....C  
G. A. Clay, box 121.....S

513—LUDLOW, Ludlow, Ky., 1st & 3d Sun., 1:30 p. m., I. O. O. F. hall, Elm & Butler.  
O. A. Haley, 12 Davis st.....C  
J. E. Haney, 103 Elm st.....S

514—GRAND ISLAND, Grand Island, Neb., 1st & 3d Sun., 2 p. m., I. O. O. F. hall.  
Cid J. Hall, 215 W. 8th st....C  
T. F. Costello, 102 E. 6th st...S

515—TEXOKLA, Wichita Falls, Tex., Sun., 2 p. m., K. P. hall.  
B. C. Mon Pleasure, Argyle hotel.....C  
J. E. Barry, box 611.....S

516—VALLEY FORGE, Norristown, Pa., 2d & 4th Sun., 1:30 p. m., Odd Fellows' Temple.  
I. J. Vercoe, Bridgeport, Pa..C  
H. A. Ruppe, Taylor House, 221 DeKalb st. ....S

517—KANAWHA, Dickinson, W. Va., 2d & 4th Sun., 3 p. m., I. O. O. F. hall.  
J. E. Ratliff, Quincy, W. Va...C  
C. K. Bott, Quincy, W. Va....S

518—SHASTA, Dunsmuir, Cal., 1st & 2d Sun., 7 p. m., Branstetter's hall.  
E. R. Croston, Ashland, Ore..C  
L. Bradford, box 471, Ashland, Ore. ....S

519—COMMUNIPAW, Jersey City, N. J., 2d & 4th Mon., 9:30 a. m., VanHorn & Communipaw ave.  
Daniel Eastman, 166 Claremont ave. ....C  
Sanford Carpenter, 59 Monitor.S

520—BULLFROG, Las Vegas, Nev., 1st & 3d Mon., 7:30 p. m., Hickey's hall, Front st.  
C. M. McGovern, box 121....C  
C. E. Doran, box 274.....S

521—CANTON, Canton, O., 1st & 3d Sun., 1:30 p. m., Bast hall, N. Market.  
L. B. Brown, 1923 E. 4th st...C  
J. H. Fry, 829 Harriett st....S

522—PRATT, Pratt, Kans., 2d & 4th Sun. 2 p. m. M. W. A. hall.  
Ben F. Beam, box 595.....C  
A. J. Hall, L. box 424.....S

523—ROYAL BLUE, Flora, Ill., 1st & 3d Sun., 1 p. m., Woodman's hall.  
G. A. Hamer, North ave. and Main st. ....C  
H. W. Murray, box 120.....S

524—KINGSTON, Kingston, N. Y., 4th Sun. 2 p. m., Cooney's hall.  
C. M. C. Kelley, 55 Garden st..C  
M. J. Cunningham, 121 Cedar..S

525—ELDORADO, Eldorado, Ark., every Mon., 8 p. m., B. of L. F. hall.  
I. W. Dixon.....C  
S. J. Whitcomb, box 315.....S

526—TORREON, Torreon, Mex., 1st & 3d Sun., 10:30 a. m., 2d & 4th Sun., 7:30 p. m., Masonic hall, Ramos Arizpi 120.  
J. H. Thompson, 1510 Ave. Morelas.....C  
W. E. Spooner, 204 Juan de Fuente.....S

527—SOUTHLAND, Jacksonville, Tex., 2d & 4th Sun., 2 p. m., K. P. hall.  
A. Felton.....C  
J. W. Taylor, box 302.....S

528—MILES CITY, Miles City, Mont., 1st & 3d Sun., 2 p. m., Wibaux hall, Main st.  
Geo. F. Cobb.....C  
R. E. Penewell.....S

531—ENTERPRISE ROAD, Parry Sound, Ont., 2d & 4th Sun. 2 p. m., Hagan's hall.  
J. M. Hamilton, 14 Montrose ave., Toronto, Ont.....C  
A. A. McEwan, River st.....S

532—MIZPAH, San Rafael, Cal., 1st & 3d Wed., 8 p. m., Masonic hall, 4th st.  
Jas. L. Hailey, 107 5th st....C  
J. A. Saunders, 37 Mission st..S

533—LEVIS, Levis, P. Q., 2d Fri., & 4th Sun., 2 p. m., Artisan hall, 15 Eden st.  
I. Bouthilllette.....C  
L. Gingras, Etchemin Bridge, P. Q. ....S

534—HOXIE, Hoxie, Ark., 1st & 3d Sun., 7:30 p. m., 2d & 4th Sun., 2 p. m., Whalen hall.  
M. E. Shaffner.....C  
J. L. Foster, box 131.....S

536—THUNDER BAY, Port Arthur, Ont., 2d & 4th Mon., 14 k., I. O. O. F. hall, Arthur st.  
A. Bolduc, 68 Jean st.....C  
M. B. Chase, 141 2d st.....S

537—TUCUMCARI, Tucumcari, N. M., 1st & 3d Mon., 2 p. m., 2d & 4th Mon., 8 p. m., I. O. O. F. hall.  
Emory Brown.....C  
C. M. Parsons, box 205.....S

538—AMERICUS, Americus, Ga., 2d Sun. 9:30 a. m. 4th Sun. 1:30 p. m., K. P. hall, Windsor ave.  
G. W. Poole, Jackson ave....C  
H. C. Turner, 20 Lee st.....S

539—THIEF RIVER FALLS, Thief River Falls, Minn., 2d & 4th Sun., 10 a. m., Masonic Temple.  
G. W. Nicholson.....C  
P. J. Keeley.....S

540—GUADALAJARA, Guadalupe, Mex., every Sat., 8 p. m., Masonic hall.  
H. W. Dockendorf, care F. C. C. M. ....C  
D. A. Kelly, 162 Lapiz Catilla..S

542—PRAIRIE CITY, Lethbridge, Alberta.  
Sam Hayes.....C  
R. T. Tiffin.....S

543—TIM JEWETT, Jackson, Miss., 1st & 3d Sun., 10 a. m., Pythian Temple.  
J. A. Fulmer, box 52, W. Jackson Station.....C  
W. O. Rea, 454 W. Silas Brown St. ....S

544—RUSSELLVILLE, Russellville Ky., 1st Mon., & 3d Sun., 8 p. m., Masonic hall, Main st.  
E. B. Tooley.....C  
A. Whitaker.....S

# General Adjustment Committee Organizations.

C, Chairman

S, Secretary

**A. C. & H. B. R. R.**  
Jno. Hawkshaw, Care A. C.  
Ry., Sault Ste Marie, Ont...C  
Joa. Whelan, Box 217, Sault  
Ste Marie, Ont.....S

**ANN ARBOR R. R.**  
H. F. Manahan, 505 San-  
dusky st., Toledo, O.....C  
Geo. McLaughlin, 327 N.  
Hickory, Owosso, Mich.....S

**A. T. & S. F. COAST LINES**  
C. F. Rensch, 302 9th st., San  
Bernardino, Cal.....C  
F. S. Houghton, 2100 19th  
st., Bakersfield, Cal.....S

**A. T. & S. F. SYSTEM**  
H. C. Vaughan, 1028 E. 22d  
st., Kansas City, Mo.....C  
J. M. Harrison, Box 155 Al-  
buquerque, N. M.....S

**ATLANTA & WEST POINT**  
J. W. Harrison, East Point, Ga.C  
H. P. Williamson, 91 Loomis  
ave., Atlanta, Ga.....S

**A. B. & A. R. R.**  
W. O. Smith, Waycross, Ga....C  
.....S

**ATLANTIC COAST LINE**  
S. J. Brooks, 1112 Decatur st.,  
Manchester, Va.....C  
C. E. McCulloch, Wilmington,  
N. C.....S

**BALTIMORE & OHIO R. R.**  
W. J. Burke, 1119 Farmers  
Bank Bldg., Pittsburg, Pa...C  
.....S

**B. & O. S. W. R. R.**  
J. T. DeFrates, 3938 Botanical  
ave., St. Louis, Mo.....C  
T. D. Fessenden, 1528 La  
Salle st., St. Louis, Mo.....S

**BALT. CHES. & ATL.**  
G. B. Givans, Berlin, Md....C  
B. J. Hayman, Claiborne, Md..S

**BANGOR & AROOSTOOK**  
M. McLean, 82 Second St.,  
Bangor, Me.....C  
W. W. Worth, 7 Bremmer St.,  
Brewer, Maine.....S

**BESSEMER & LAKE ERIE**  
A. H. Mosher, Albion, Pa.....C  
J. A. Hall, Albion, Pa.....S

**BOSTON & ALBANY R. R.**  
G. A. Merrill, 43 Franklin st.,  
So. Framingham, Mass....C  
A. W. Edmonds, 13 Alden st.,  
Allston, Mass.....S

**BOSTON & MAINE R. R.**  
B. H. Morrill, 114 Plainfield  
st., Springfield, Mass.....C  
H. T. Drew, 10 Abbott st.,  
So. Lawrence, Mass.....S

**B., R. B. & L. R. R.**  
F. N. Belcher, 301 Winthrop  
st., Winthrop, Mass.....C  
J. R. Whittington, 29 Ashley  
ave., East Boston, Mass....S

**BUFFALO & SUSQUEHANNA**  
S. C. Stambaugh, Galeton, Pa.C  
C. H. Jacobs, Galeton, Pa...S

**B. R. & P. RY.**  
Wm. Troan, 215 Morrison st.,  
DuBois, Pa.....C  
S. V. Holohan, 369 Plymouth  
ave., Buffalo, N. Y.....S

**CANADIAN NORTHERN RY.**  
E. F. Rassey, Portage La  
Prairie, Man.....C  
A. Friday, Norwood, Winni-  
peg, Man.....S

**CAN. NOR. ONTARIO**  
E. Woodruff, 109 Arthur st.,  
Toronto, Ont.....C  
A. A. McEwan, Parry Sound,  
Ont.....S

**CANADIAN PACIFIC RY.**  
W. G. Chester, 536 Bannatyne  
ave., Winnipeg, Man.....C  
W. C. Risteen, 140 Alfred st.,  
Winnipeg, Man.....S

**CENTRAL NEW ENGLAND**  
D. O'Hearn, Millerton, N. Y..C  
C. E. Hinman, 64 Belden st.,  
Hartford, Conn.....S

**CENTRAL OF GEORGIA**  
J. Reichert, 1515 Fifth Ave.,  
Columbus, Ga.....C  
J. W. Hall, 157 3d st., Macon,  
Ga.....S

**CENTRAL OF NEW JERSEY**  
L. P. Titus, 165 W. 80th st.,  
New York City, N. Y....C  
E. Mumbower, 412 Centre st.,  
Mauch Chunk, Pa.....S

**CENTRAL VERMONT RY.**  
J. C. Hurley, 24 Upper Wel-  
don st., St. Albans, Vt....C  
R. F. Wheeler, Brattleboro, Vt.S

**C. & W. C. RY.**  
G. W. Marshall, 403 Walker  
st., Augusta, Ga.....C  
W. A. Wallace, care C. W. &  
C. Ry., Augusta, Ga.....S

**CHESAPEAKE & OHIO RY.**  
W. T. Crawford, C. & O. Ry.,  
Huntington, W. Va.....C  
W. Ridgeway, 700 13th St.,  
Ashland, Ky.....S

**CHICAGO & ALTON R. R.**  
E. B. Watson, 5016 Ridge ave.,  
St. Louis, Mo.....C  
C. E. Howard, Slater, Mo....S

**C. & E. I. R. R.**  
S. F. Rowe, Watska, Ill....C  
F. C. Hurst, 423 S. East ave.,  
Oak Park, Ill.....S

**C. & N. W. RY.**  
G. H. Steele, 317 8th ave.,  
Clinton, Ia.....C  
D. R. Stevens, Chadron, Neb..S

**C. B. & O. RY.**  
J. B. Tanney, 516 S. 28th st.,  
Lincoln, Neb.....C  
R. F. Ledford, 204 Chestnut  
st., Hannibal, Mo.....S

**C. C. & L. R. R.**  
D. E. Shea, 508 W. 2d st.,  
Peru, Ind.....C  
A. B. Rothwell, 315 W. 3d st.,  
Peru, Ind.....S

**C. G. W. RY.**  
S. Lee, 1316 Woodland ave.,  
Des Moines, Ia.....C  
F. T. Young, 821 Shady ave.,  
St. Joseph, Mo.....S

**C. I. & L.**  
J. B. Condon, 5539 Prairie  
ave., Chicago, Ill.....C  
J. O'Mara, 2332 La Salle st.,  
Indianapolis, Ind.....S

**C. I. & S. R. R.**  
F. L. Howard, 274 5th ave.,  
Kankakee, Ill.....C  
F. Grundler, 110 Station st.,  
Kankakee, Ill.....S

**C. L. S. & E. RY.**  
L. Boser, 9008 Houston  
ave., South Chicago, Ill....C  
L. J. Havert, box 116, Ross-  
ville, Ill.....S

**C. M. & ST. P. RY.**  
W. J. Durbin, 3326 Cedar st.,  
Milwaukee, Wis.....C  
Jerry Mullen, 405 Washington  
ave., Madison, Wis.....S

**C. P. & St. L. RY.**  
J. W. Wood, 124 E. Arcadia  
ave., Peoria, Ill.....C  
J. J. Sullivan, 924 N. 9th St.,  
Springfield, Ill.....S

**C. R. I. & P. R. R.**  
W. Stephens, 2007 E. 35th st.,  
Kansas City, Mo.....C  
E. W. Sumpter, 2715 Prospect  
ave., Kansas City, Mo.....S

**C. ST. P. M. & O. R. R.**  
G. W. Carter, 1906 N. 28th  
st., Omaha, Neb.....C  
J. J. Quinn, 733 Lawson st.,  
St. Paul, Minn.....S

**C. T. T. Co.**  
C. F. McKelvey, East Chicago,  
Ind.....C  
S. J. Derry, 793 Walnut st.,  
Chicago, Ill.....S

**CHIHUAHUA & PACIFIC**  
A. L. Shriner, Apartado 262  
Chihuahua, Mex.....C  
O. L. Archer, care C. & P.  
Ry., Chihuahua, Mex.....S

**C. H. & D. RY.**  
Geo. Campbell, 239 N. Arsenal  
ave., Indianapolis, Ind....C  
F. P. Wirtz, Glendale, O....S

**C. L. & N. RY.**  
L. Collins, care C. L. & N.  
Ry., Court st., Cincinnati, O.C  
C. C. Talley, 543 Woodward  
st., Cincinnati, O.....S

**C. A. & C. RY.**  
W. E. Miller, Orrville, Ohio..C  
J. J. Johnson, 25 Ella st.,  
Orrville, O.....S

**C. C. & ST. L. RY.**  
G. W. Hardesty, 2529 Ashland  
Ave, Indianapolis, Ind.....C  
P. A. Powell, 1260 Warder  
st., Springfield, O.....S

**COAL & COKE RY.**  
L. D. Morris, Belington, W.  
Va.....C  
D. H. Fink, Gassaway, W. Va..S

**COLORADO & SOUTHERN**  
J. F. Reilly, 218 E. Kansas  
ave., Trinidad, Colo.....C  
J. B. Jenks, 3365 Hayward  
Place, Denver, Colo.....S

**COLORADO MIDLAND RY.**  
W. S. Steele, 1824 Colo ave.,  
Colorado Springs, Colo....C  
C. S. Gilbert, 822 E. High st.,  
Colorado Springs, Colo...S

**COLO. STNH. N. O. & PAC.**  
C. H. Fewell, 2509 Texas ave.,  
Houston, Tex.....C  
T. H. Foley, 2018 Texas ave.,  
Houston, Tex.....S

C. S. & C. C. D. RY.  
J. W. Prosser, 215 Lincoln  
ave., Colorado City, Colo....C  
S

COPPER RANGE R. R.  
Geo. Lavenger, 297 Douglas  
st., Houghton, Mich.....C  
Ed. Murray, 281 South st.,  
Houghton, Mich.....S

CUMBERLAND & PENNA.  
C. A. Miller, Mt. Savage, Md..C  
J. F. McGuigan, Westerport,  
Md.....S

CUMBERLAND VALLEY  
John Betz, Chambersburg, Pa...C  
D. M. Keefer, 491 E. King  
st., Chambersburg, Pa.....S

DELAWARE & HUDSON CO.  
W. C. Gurney, 18 Munsell st.,  
Binghamton, N. Y.....C  
S

D. L. & W. R. R.  
J. T. Downey, 61 Sunset ave.,  
Utica, N. Y.....C  
B. L. Bennett, 1006 College  
ave., Elmira, N. Y.....S

DENVER & RIO GRANDE  
Hugh Long, 1217 Clayton st.,  
Denver, Colo.....C  
J. H. Simister, 2239 Van  
Buren ave., Ogden, Utah...S

D. N. W. & P. RY.  
M. J. Broderick, 3430 Quivas  
st., Denver, Colo.....C  
Frank Spaulding, 3430 Quivas  
st., Denver, Colo.....S

D. I. F. & N. RY.  
J. H. Spencer, 1828 Hewitt  
st., Des Moines, Ia.....C  
John Johnson, 905 E. Walnut  
st., Des Moines, Ia.....S

D. T. & I. RY.  
Van Oren, 99 E. Pleasant st.,  
Springfield, O.....C

DOMINION ATLANTIC RY.  
N.E. Margeson, Kentville, N. S.C  
J. Minaie, Kentville, N. S....S

DRY FORK RY.  
G. E. Davis, Hendricks, W.  
Va.....C  
T. W. Flanagan, Hendricks,  
W. Va.....S

DULUTH & IRON RANGE  
Paul Barcomb, Two Harbors,  
Minn.....C  
G. E. Mills, Box 702, Two  
Harbors, Minn.....S

D. M. & N. RY.  
Wm. Hickox, Proctor, Minn..C  
N. C. Thomas, Proctor, Minn..S

D. S. S. & A. RY.  
R. W. O'Neil, 319 E. Hewitt  
ave., Marquette, Mich.....C  
Guy Reed, Flat D, Bdw. Flats,  
Superior, Wis.....S

ELGIN, JOLIET & EASTERN  
F. W. Hensel, 1513 E. Cass  
st., Joliet, Ill.....C  
R. T. Cherry, 102 Hebbard  
st., Joliet, Ill.....S

EL ORO RY.  
D. Morrow, Box 38, El Oro,  
Mex.....C

EL PASO & SOUTHWESTERN  
W. H. Preston, Douglas, Ariz..C  
H. E. Beckman, Box 334, Tu-  
cumcari, N. M.....S

ERIE R. R.  
T. Welch, 17 ad st., Port  
Jervis, N. Y.....C  
C. E. Stickels, 110 Temple st.,  
Owego, N. Y.....S

E. & T. H. R. R.  
W. C. McLean, 916 Upper  
8th st., Evansville, Ind....C  
P. W. Maroney, 1700 E.  
Franklin st., Evansville, Ind.S

F. & C. C. R. R.  
F. J. Ives, 819 River st.,  
Canon City, Colo.....C  
A. H. Smith, 1115 Macon ave.,  
Canon City, Colo.....S

FLORIDA EAST COAST RY.  
R. Dilworth, St. Augustine, Fla.C  
B. Hale, 729 W. Monroe st.,  
Jacksonville, Fla.....S

FORT SMITH & WESTERN  
M. F. Redmond, 605 S. 17th  
st., Fort Smith, Ark.....C  
W. Smith, Dustin, Okla.....S

Ft. W. & D. C. RY.  
J. A. Murphy, 414 Louisiana  
ave., Ft. Worth, Tex.....C  
F. R. Brown, 205 Pierce st.,  
Amarillo, Texas.....S

FRISCO (ST. L. & S. F.)  
C. H. Hasell, 615 W. Walnut  
st., Springfield, Mo.....C  
E. H. Riggs, Box 764 Crystal  
City, Mo.....S

FRISCO (IN TEXAS.)  
F. E. Davis, 1800 Fairmont  
ave., Fort Worth, Tex....C  
W. O. Powers, 107 John st.,  
Fort Worth, Tex.....S

GEORGIA R. R.  
J. L. Oliver, Camak, Ga....C  
C. L. McLaughlin, Camak, Ga.S

G. S. & F. RY.  
H. Dickinson, 145 Academy  
st., Macon, Ga.....C  
W. E. Gray, 1542 3d st.,  
Macon, Ga.....S

G. V., G. & N. RY.  
W. H. Worden, Globe, Ariz...C  
R. A. Flood, box 120, Globe,  
Ariz.....S

GRAND TRUNK—EAST.  
Thos. Todd, 202 McNabb st.,  
N. Hamilton, Ont.....C  
M. D. Hushin, Stratford, Ont.S

GRAND TRUNK—WEST.  
M. C. Cary, 1229 Pine Grove  
ave., Port Huron, Mich....C  
G. E. Houghton, 240 Marston  
ave., Detroit, Mich.....S

GREAT NORTHERN RY.  
T. F. Richardson, Merchants  
Hotel, St. Paul, Minn....C  
H. A. Daniels, 1221 3d st. N.,  
St. Cloud, Minn.....S

GREEN BAY & WESTERN  
F. H. Seymour, 802 Cora st.,  
Green Bay, Wis.....C  
G. W. Biglow, Main & Phil-  
lips, Stevens Point, Wis....S

GULF & SHIP ISLAND R. R.  
C. S. Williams, W. Jackson  
Station, Jackson, Miss....C  
S. A. Winborn, Gulfport, Miss.S

G. C. & S. F. RY.  
W. E. Nowlin, 422 W. Wil-  
son st., Cleburne, Tex.....C  
J. V. Russ, Conroe, Tex.....S

HALIFAX & S. W. RY.  
H. L. Edwards, Bridgewater,  
N. S.....C  
H. Mosher, Bridgewater, N. S.S

HOCKING VALLEY RY.  
C. Moeller, 371 S. 3d st., Co-  
lumbus, Ohio.....C

H. & T. C. R. R.  
W. E. Shipp, 907 N. Gaines  
st., Ennis, Tex.....C  
E. D. Cunningham, 903 Kauf-  
man st., Ennis, Tex.....S

H. E. & W. T. RY.  
J. B. Moore, 2103 Gentry st.,  
Houston, Tex.....C  
A. M. Palmer, 2107 Provi-  
dence, Houston, Tex.....S

H. & B. T. M. R. R.  
G. A. Hedges, Saxton, Pa....C  
O. M. Reid, Saxton, Pa.....S

ILLINOIS CENTRAL R. R.  
J. C. Turner, Canton, Miss...C  
W. H. Wilson, 1725 2nd st.,  
Louisville, Ky.....S

INDIANA HARBOR BELT  
J. C. Collins, 645 Summer st.,  
Hammond, Ind.....C  
Thos. Isdell, Box 32, Franklin  
Park, Ill.....S

INDIANAPOLIS SOUTHERN  
E. W. Harris, 1346 Union st.,  
Indianapolis, Ind.....C  
E. N. Vane, 125 Kansas st.,  
Indianapolis, Ind.....S

INDIANAPOLIS UNION RY.  
Julius Aichele, 421 S. Haug  
st., Indianapolis, Ind.....C  
J. F. Vinzant, 213 W. Ver-  
mont st., Indianapolis, Ind..S

INTERCOLONIAL RY.  
W. Crockett, box 473 Mono-  
ton, N. B.....C  
W. M. Thompson, Moncton,  
N. B.....S

I. & G. N. R. R.  
J. L. Burd, Palestine, Tex....C  
J. O. Bowles, Mart, Tex.....S

IOWA CENTRAL  
F. A. Roberts, 425 2d Ave.,  
W. Oskaloosa, Ia.....C  
P. H. O'Connor, 110 So. D  
St., Monmouth, Ill.....S

KANAWHA & MICHIGAN RY.  
S. F. Tinklepaugh, Box 337,  
Middleport, O.....C  
J. M. Caruthers, Middleport, O.S

K. C. M. & O. RY. (MEX.)  
C. W. Powers, Apartado 196,  
Chihuahua, Mex.....C

K. C. M. & O. RY. (U. S.)  
G. F. Tobin, 640 N. Topeka  
ave., Wichita, Kan.....C  
R. C. Ingram 333 Waco ave.,  
Wichita, Kan.....S

KANSAS CITY SOUTHERN  
O. Bush, box 415, Mena, Ark..C  
E. E. Ross, Mena, Ark.....S

KINGSTON & PEMBROKE  
T. H. Funnell, 249 Queen st.,  
Kingston, Ont.....C  
Jno. Craig, 169 Rideau st.,  
Kingston, Ont.....S

LAKE ERIE & WESTERN  
J. F. Oldham, 360 E. 5th  
st., Peru, Ind.....C  
J. E. Johnson, 456 1/2 S. Main  
st., Lima, Ohio.....S

L. E. A. & W. R. R.  
S. McGranahan, 580 N. Webb  
ave., Alliance, O.....C  
G. W. Spade, E. Gaskill st.,  
Alliance, O.....S

L. S. & M. S. RY.  
A. V. Newton, 93 W. Oakwood  
Place, Buffalo, N. Y.....C  
A. C. Brown, 921 Marion st.,  
Elkhart, Ind.....S

LAS VEGAS & TONOPAH  
John Tway, Las Vegas, Nev...C  
C. E. Doran, Las Vegas, Nev.S

LEHIGH & HUDSON RIVER  
E. B. Pittenger, 10 Randall  
st., Phillipsburg, N. J.....C  
A. J. Decker, 73 4th st., Phil-  
lipsburg, N. J.....S

**LEHIGH VALLEY R. R.**  
O. D. France, 62 Glenwood  
ave., Buffalo, N. Y.....C  
F. C. Brown, 470 N. Main st.,  
Pittston, Pa.....S

**LONG ISLAND R. R.**  
E. L. Parick, Echo P. O.,  
Pt. Jefferson, L. I., N. Y....C  
W. B. Howard, Long Island  
City, N. Y.....S

**LOUISVILLE & NASHVILLE**  
J. D. Keen, Burnett House,  
Cincinnati, Ohio.....C  
H. B. Arnold, 248 Winchester  
st., Paris, Ky.....S

**L. R. & N. CO.**  
T. M. Brittain, 912 Commerce  
st., Shreveport, La.....C  
A. B. West, 160 Bavia st.,  
Shreveport, La.....S

**L. H. & ST. L. RY.**  
T. W. Cartright, 3d & V sts.,  
Louisville, Ky.....C  
M. L. Howard, 4002 Green-  
wood ave., Louisville, Ky....S

**M. D. & S. R. R.**  
R. C. Garrison, 556 Broad st.,  
E. Macon, Ga.....C  
W. T. Burke, 1709 3d st.,  
Macon, Ga.....S

**MAINE CENTRAL R. R.**  
G. W. McKenney, 171 Ocean  
st., South Portland, Me....C  
Jas. Lowe, 4 Elm Terrace,  
Waterville, Me.....S

**MARYLAND & PENNA.**  
D. J. Golden, care M. & P.  
Ry., Belair, Md.....C  
J. W. Riley, 2614 Huntingdon,  
Baltimore, Md.....S

**MEXICAN CENTRAL RY.**  
J. B. Bedwell, 42 Carpio 2412,  
No. 1, City of Mexico, Mex..C  
G. H. Price, Hotel Roosevelt,  
Monterey, N. L., Mex.....S

**MEXICAN INTERNATIONAL**  
O. L. Rolfe, Monclova, Mex..C  
N. A. Moore, Box 18, Mon-  
clova, Mex.....S

**MEXICAN INTEROCEANIC**  
J. H. Brohaska, Callejon de  
San Marcos No. 3, Viv. No.  
2 Altos, City of Mexico,  
Mex.....C  
J. R. Barton, Guadalupe No.  
9, Puebla, Mex.....S

**MEXICAN NATIONAL R. R.**  
W. H. Dunn, Hamilton Hotel,  
Laredo, Tex.....C  
C. L. Eaker, 7A Montezuma,  
1027, City of Mexico, Mex..S

**MICHIGAN CENTRAL R. R.**  
John Maher, 208 N. Pleasant  
st., Jackson, Mich.....C  
P. H. Whalen, 305 N. Henry  
st., West Bay City, Mich....S

**MINNEAPOLIS & ST. LOUIS**  
H. D. Maher, 1921 Laurel  
ave., Minneapolis, Minn....C  
E. L. Maher, 313 9th St.,  
Des Moines, Ia.....S

**M. ST. P. & S. S. M. RY.**  
N. McEachern, 1605 Chicago  
ave., Minneapolis, Minn....C  
.....S

**MINN. & INTERNATIONAL**  
J. Golemboski, 511 S. Broad-  
way, Brainerd, Minn.....C  
F. A. Moerke, 613 5th st.,  
Brainerd, Minn.....S

**MISSISSIPPI CENTRAL**  
S. J. Harper, 410 E. Pine St.,  
Hattiesburg, Miss.....C  
W. H. Merritt, Care V. B.  
Watts, Brookhaven, Miss....S

**M. K. & T. RY.**  
C. E. Whitney, 916 S. Ver-  
mont, Sedalia, Mo.....C  
W. R. Kirkpatrick, 709 W.  
Woodward, Denison, Tex....S

**MISSOURI PACIFIC SYSTEM**  
W. C. Turner, St. James  
Hotel, St. Louis, Mo.....C  
R. M. Lyons, 717 E. McCarty  
st., Jefferson City, Mo.....S

**MOBILE & OHIO**  
R. B. Mims, Artesia, Miss....C  
J. T. Elliott, 1305 2d ave.,  
Columbus, Miss.....S

**M. J. & K. C. R. R.**  
J. W. Mullins, 1012 S. Con-  
ception st., Mobile, Ala.....C  
W. M. Fowler, Middleton,  
Tenn.....S

**NEW YORK & OTTAWA RY.**  
J. A. Hardy, 564 Elgin st.,  
Ottawa, Ont.....C  
W. S. Hutt, 412 Nelson st.,  
Ottawa, Ont.....S

**NEW YORK & PENNA.**  
A. J. Vaughn, Shingle House,  
Pa.....C  
S. H. Kuhn, Box 165, Shingle  
House, Pa.....S

**N. Y. C. & H. R. R. R.**  
M. C. Slattery, 963 Lovejoy  
st., Buffalo, N. Y.....C  
J. A. Peterson, Irvona, Pa....S

**N. Y. C. & ST. L. R. R.**  
D. C. Connors, Bellevue, O...C  
E. W. Horton, Bellevue, O...S

**N. Y. N. H. & H. R. R.**  
J. Wall, 22 Cassius st., New  
Haven, Conn.....C  
L. C. Bondreau, 106 Newton  
st., Marlboro, Mass.....S

**N. Y. O. & W. RY.**  
P. S. Titus, 160 Wash st.,  
Kingston, N. Y.....C  
F. Vincent, 21 Hopper st.,  
Utica, N. Y.....S

**N. Y. P. & N. R. R.**  
H. M. Waller, Delmar, Del..C  
C. A. Elliott, Delmar, Del...S

**N. Y. S. & W. R. R.**  
P. O. Sullivan, Avoca, Pa....C  
.....S

**NORFOLK & SOUTHERN**  
R. G. Waddy, 312 Willoughby  
st., Norfolk, Va.....C  
S. X. Stevenson, 121 Frank-  
lin st., Suffolk, Va.....S

**NORFOLK & WESTERN RY.**  
T. A. Gregg, 1103 Patterson  
ave., Roanoke, Va.....C  
C. C. Horn, 334 Robinson ave.  
Portsmouth, O.....S

**NORTHERN ALABAMA RY.**  
C. N. Looney, Sheffield, Ala..C  
G. M. Shackelford, Tuscum-  
bia, Ala.....S

**NORTHERN PACIFIC RY.**  
J. T. Hughes, 1878 Selby ave.,  
St. Paul, Minn.....C  
D. C. Maxwell, Glendive, Mont.S

**NORTHWESTERN PACIFIC.**  
S. J. Dunlap, 20 Shaver St.,  
San Rafael, Cal.....C  
C. W. Conger, 203 A St.,  
San Rafael, Cal.....S

**O. R. & N. CO.**  
W. M. Buckley, 421 E. 4th  
st., The Dalles, Ore.....C  
R. A. Harned, Hotel Foley,  
La Grande, Ore.....S

**PACIFIC COAST RY.**  
R. E. Carey, San Luis Obispo,  
Cal.....C  
R. Manderhied, San Luis  
Obispo, Cal.....S

**P. R. R. (LINES EAST.)**  
G. M. Smith, Bowie, Md.....C  
S. C. Cowen, 1533 Penna ave.,  
Tyrone, Pa.....S

**P. R. R. (LINES WEST.)**  
O. Irwin, 53 1/2 Pittsburg st.,  
New Castle, Pa.....C  
D. L. Brown, 238 Collins ave.,  
Columbus, O.....S

**P. & P. U. RY.**  
W. W. Donley, 300 W. Arm-  
strong st., Peoria, Ill.....C  
G. W. Scott, 103 Howat st.,  
Peoria, Ill.....S

**PERE MARQUETTE (U. S.)**  
W. W. Drew, 1022 5th ave.,  
Grand Rapids, Mich.....C  
E. F. Sullivan, 519 N. Frank-  
lin st., Saginaw, Mich.....S

**PHILADELPHIA & READING**  
W. L. Eisele, 2343 W. 4th st.,  
Newberry, Pa.....C  
R. J. Kantner, L Box 733,  
Tamaqua, Pa.....S

**PITTSBURG & LAKE ERIE**  
J. A. Fiske, 818 Rose St.,  
McKees Rocks, Pa.....C  
J. F. Montgomery, 606 Esplen  
st., Pittsburg, Pa.....S

**P. C. & Y. RY.**  
John Daley, 916 1st st., Mc-  
Kees Rocks, Pa.....C  
J. B. Pedicord, 1 Grandview  
Flats, McKees Rocks, Pa...S

**P. S. & N. R. R.**  
Wm. Dumjohn, St. Mary's Pa..C  
A. J. Learn, St. Marys, Pa...S

**PORTLAND & SEATTLE**  
G. J. Bircher, 464 E. 8th st.,  
N., Portland, Ore.....C  
R. S. Blew, care A. & C. Ry.,  
Astoria, Ore.....S

**QUEEN & CRESCENT**  
(North of Meridian.)  
H. C. McNutt, 507 Georgia  
ave., St. Elmo, Tenn.....C  
J. B. Andrus, 3822 Ave. C,  
Avondale, Ala.....S

**(South of Meridian.)**  
R. L. Wright, 907 Montegut  
st., New Orleans, La.....C  
.....S

**Q. O. & K. C. R. R.**  
F. J. Lins, 1516 Brooklyn  
ave., Kansas City, Mo.....C  
Ben Johnson, Milan, Mo.....S

**R. F. & P. R. R.**  
B. Cates, 1410 Floyd Ave.,  
Richmond, Va.....C  
A. H. Moler, 46 N. Y. ave.,  
N. W., Washington, D. C....S

**RIO GRANDE SOUTHERN**  
W. D. Jay, Telluride, Colo...C  
G. Sanders, Durango, Colo...S

**RUTLAND R. R.**  
E. A. Pritchard, 112 Lafayette  
St., Ogdensburg, N. Y.....S  
M. Wyman, 47 West st., Rut-  
land, Vt.....S

**ST. J. & L. C. R. R.**  
O. B. Kittredge, Swanton, Vt..S  
ST. J. & G. I. R. R.  
I. N. Miller, 1514 S. 18th st.,  
St. Joseph, Mo.....C  
R. C. Horgan, 2012 S. 5th st.,  
St. Joseph, Mo.....S

**ST. L. B. & M. RY.**  
A. S. Richardson, box 398,  
Brownsville, Tex.....C  
B. F. Hostrasser, Kingsville,  
Tex.....S

**ST. LOUIS SOUTHWESTERN**  
J. W. Cheshire, 14th & 8th  
ave., Corsicana, Tex.....C  
C. E. Sparks, Corsicana, Tex..S

**S. A. & A. P. RY.**  
W. H. Dimaline, Yoakum, Tex.C  
E. C. McGill, Yoakum, Tex..S

**S. P., L. A. & S. L. R. R.**  
J. E. McCarty, 826 W. 1st  
South St., Salt Lake City, U.C  
I. T. Blackmon, 355 W. 4th  
North St., Salt Lake City, U.S

**S. F., P & P. RY.**  
C. E. Loux, Prescott, Ariz....C  
J. McArdle, 208 N. Alarcon  
st., Prescott, Ariz.....S

**SEABOARD AIR LINE.**  
J. A. Dodson, 625 Effingham  
st., Portsmouth, Va.....C  
W. T. Cox, 621 South st.,  
Portsmouth, Va.....S

**SOUTHERN RY.**  
R. W. Moore, 66 Rhode Island  
ave. N. W. Washington, D. C.C  
T. H. Williams, 907 W. Main  
st., Richmond, Va.....S

**SOUTHERN (L.—ST. L.)**  
J. W. McCann, 1018 7th st.,  
Louisville, Ky.....C  
H. Baerd, 321 13th st., New  
Albany, Ind. ....S

**SOUTHERN INDIANA RY.**  
W. W. Griffith, 1421 S. 10th  
St., Terre Haute, Ind.....C  
C. E. Kerch, 1463 S. 17th st.,  
Terre Haute, Ind.....S

**SOUTHERN PACIFIC (ATL.)**  
J. W. Forgason, Rice Hotel,  
Houston, Tex.....C  
S. V. Betters, 517 Hays st.,  
San Antonio, Tex.....S

**SOUTHERN PACIFIC (PAC.)**  
S. Veatch, Argonaut Hotel,  
San Francisco, Calif.....C  
J. P. Weir, 338 San Jose  
ave., San Francisco, Cal....S

**S. F. & N. RY.**  
G. F. Ingraham, Box 116,  
Roseland, B. C.....C  
S. W. Brown, Oroville, Wash..S

**SPOKANE INTERNATIONAL**  
J. D. Lahey, 118 Augusta  
ave., Spokane, Wash.....C  
John Clark, 512 Riverside,  
Spokane, Wash.....S

**S. I. R. T. CO.**  
W. J. Reeves, Tottenville, N. Y.C

**TACOMA EASTERN RY.**  
C. G. Hansen, Bismarck, Wash.C  
C. M. Dunlap, Bismarck, Wash..S

**TENNESSEE CENTRAL.**  
W. H. Beeland, Box 183, Har-  
riman, Tenn. ....C  
C. B. Miller, Monterey, Tenn..S

**T. & N. O. RY.**  
H. F. Graham, North Bay,  
Ont.....C  
A. Newell, North Bay, Ont...S

**TERMINAL R. R., ST. LOUIS**  
J. S. Foster, 4322 Arco st.,  
St. Louis, Mo.....C  
A. M. Patterson, 3728 N.  
11th st., St. Louis, Mo.....S

**TEXAS & PACIFIC RY.**  
M. S. Bogert, 222 Broadway,  
Ft. Worth, Tex.....C  
.....S

**TEXAS CENTRAL R. R.**  
A. G. Hawkins, Waco, Tex....C  
H. H. Holt, 524 Dallas st.,  
Waco, Tex.....S

**TOLEDO & OHIO CENTRAL**  
E. F. Bevan, 57 N. Princeton  
ave., Columbus, Ohio.....C  
E. F. Volk, 467 S. Spring St.,  
Bucyrus, O. ....S

**T. P. & W. RY.**  
B. W. Thompson, 506 Fayette  
st., Peoria, Ill.....C  
J. H. Howat, 215 S. Garfield  
ave., Peoria, Ill.....S

**TOLEDO TERMINAL RY.**  
J. S. Swartz, 2815 Fulton st.,  
Toledo, O.....C  
Jos. Auer, 1247 Eastern ave.,  
Toledo, O.....S

**T. ST. L. & W. R. R.**  
J. H. Gross, 600 E. South st.,  
Frankfort, Ind.....C  
Jno. Worst, care W. P. Wil-  
son, Charleston, Ill.....S

**TONOPAH & GOLDFIELD**  
S. H. Tracey, Tonopah, Nev.C  
W. E. Paul, Tonopah, Nev...S

**T. H. & B. RY.**  
J. E. Oldfield, 150 Catherine  
st., Hamilton, Ont.....C  
M. W. Kennedy, 402 N.  
Hughson st., Hamilton, Ont.S

**T. & B. V. R. R.**  
W. H. Seymore, Teague, Tex.C  
C. F. Hamilton, 912 W. 5th  
st., Ft. Worth, Tex.....S

**ULSTER & DELAWARE R. R.**  
J. A. Halstead, 1 Otsego st.,  
Onconta, N. Y.....C  
P. C. McDonald, 27 Brewster  
st., Kingston, N. Y.....S

**UNION PACIFIC R. R.**  
C. E. McIntosh, 505 S. 21st  
St., Council Bluffs, Ia....C  
N. W. Spangler, 1110 Ad-  
miral Blvd., Kansas City,  
Mo. ....S

**VANDALIA R. R.**  
W. T. Brown, 37 No. 11th st.,  
Terre Haute, Ind.....C  
.....S

**V. & S. W. RY.**  
C. C. McNew, 1110 Fairmont  
ave., Bristol, Va. ....C  
W. T. Coile, 15 10th St.,  
Bristol, Va. ....S

**WABASH R. R.**  
G. H. Lyon, 153 W. Willis  
ave., Detroit, Mich.....C  
C. E. Bishop, 210 W. North  
st., Danville, Ill.....S

**W. M. W. & N. W. RY.**  
W. J. Burdge, Box 142,  
Mineral Wells, Tex.....C  
M. L. Burke, Weatherford, Tex.S

**WESTERN MARYLAND R. R.**  
H. Hoover, 820 E. Preston  
st., Baltimore, Md.....C  
D. P. Blair, 36 Foundry st.,  
Hagerstown, Md.....S

**WESTERN PACIFIC R. R.**  
L. D. Bayrell, 720 Judge  
Bldg., Salt Lake City, Utah.C  
L. L. Bailey, 212 W. 1st  
South st. Salt Lake City, UtahS

**WHEELING & LAKE ERIE**  
F. S. Bodle, 22 Cecil st., Mas-  
sillon, Ohio.....C  
L. C. Bingleman, Gen. Del.,  
Pittsburg, Pa.....S

**WICHITA VALLEY**  
W. V. Keith, 1601 Hemphill  
st., Ft. Worth, Tex.....C  
J. S. Barry, Ruston, La.....S

**WISCONSIN CENTRAL RY.**  
W. A. Redner, 3609 Prairie  
ave., Chicago, Ill.....C  
J. B. Murphy, 308 3d ave.,  
E., Ashland, Wis.....S

**Y. & M. V. R. R.**  
J. F. Rogers, 3519 D'Herne-  
court st., New Orleans, La...C  
W. G. Beanland, 1412 Mon-  
roe ave., Memphis, Tenn...S

# Ladies' Auxiliary to the Order of Railway Conductors--Directory

## GRAND OFFICERS.

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Mrs. A. F. CONLISK, Grand Vice-President	206 St. Louis avenue, Ft. Worth, Tex.
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Mrs. W. S. GARR, Grand Guard	41 Columbia street, Atlanta, Ga.

## EXECUTIVE COMMITTEE.

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Mrs. G. W. HUTCHINSON, 19 East 4th street, Mt. Vernon, N. Y.
Mrs. L. B. WALTZ, 708 Upper Third street, Evansville, Ind.

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Pres., Mrs. J. H. MOORE, 423 Langdon st., Toledo, O.; Sec'y, Mrs. W. N. DRAKE, 110 Harvard st., Dedham, Mass. Directors: Mrs. G. W. HUTCHINSON, 19 East 4th st., Mt. Vernon, N. Y.; Mrs. P. C. CALLAHAN, 370 N. Royal st., Jackson, Tenn.; Mrs. W. S. GARR, 41 Columbia ave., Atlanta, Ga.

1—BETHLEHEM, Cleveland, O., 2d & 4th Thurs., 1:30 p. m., Pythian hall.

Mrs. J. F. Lahiff, 2216 Seymour ave. ....P  
Mrs. E. W. Marriott, 1448 E. 88th st. ....S

2—SURPRISE, Danville, Ill., 1st Wed. 2:30 p. m., I. O. O. F. hall, North Vermillion st.  
Mrs. Carrie Shleger, 813 N. Hazel st. ....P  
Mrs. Anna Sanderson, 723 N. Franklin st. ....S

3—CAPITAL CITY, Columbus, O., 1st & 3d Thurs. 2:30 p. m., K. P. hall, cor. Main & 3d sts.  
Mrs. C. S. Wilson, 1660 N. 4th. P  
Mrs. E. Higgins, 1339 S. High..S

4—ANDREWS, Elkhart, Ind., 1st & 3d Thurs., 2 p. m., McKean hall, Main st.  
Mrs. Emma Darling, 401 Vista st. ....P  
Mrs. Myrtle Jewett, 910½ Marion st. ....S

5—ERICKSON, Philadelphia, Pa., 2d & 4th Wed., 2:30 p. m., Dental hall, 13th & Arch sts.  
Mrs. S. Horner, 4021 York Rd..P  
Mrs. B. F. Wiltse, 3257 Woodland ave. ....S

6—BANNER, Toledo, O., 1st & 3d Fri., 2:30 p. m., Pythian Temple, Jefferson & Ontario.  
Mrs. Elizabeth Renshaw, 421 Columbus st. ....P  
Mrs. Millie Myers, 9 Korea Flats ....S

7—NEWARK, Newark, O., 2d & 4th Fri., 2 p. m., O. R. C. hall, 17½ So. Park st.  
Mrs. Thos. McDermott, 21 E. Harrison st. ....P  
Mrs. Clare Meanor, 103 S. 1st..S

8—EASTERN STAR, Sunbury, Pa., 2d & 4th Wed., 2 p. m., Goyer's hall.  
Mrs. Sara Conrad, 333 Race...P  
Mrs. Elizabeth K. Downs, 113 Chestnut st. ....S

9—ROBT. PITCAIRN, Pittsburgh, Pa., 2d & 4th Thurs., 2 p. m., 204 5th ave.  
Mrs. C. C. Boucher, 114 W. 3d st. ....P  
Mrs. J. A. Reinhart, 201 Millin ave., Wilkesburg, Pa...S

10—FRIENDSHIP, Scranton, Pa., 2d & 4th Thurs., 2 p. m., over Wyoming & Erie depot, Dunmore, Pa.  
Mrs. Mary Miller, 116 Green Ridge st. ....P  
Mrs. S. J. Finnerty, 1610 Webster ave., Dunmore, Pa....S

11—ST. LOUIS, St. Louis, Mo., 1st & 3d Wed. 2 p. m. Anchor hall.  
Mrs. E. Dyer, 2827 St. Vincent.P  
Mrs. C. W. Noonan, 3649 Shenandoah st. ....S

12—AUTUMN LEAF, Bellevue, O., 2d & 4th Wed., 2 p. m., C. M. B. A. hall, E. Main st.  
Mrs. Nellie Zigler, 126 North..P  
Mrs. Daisy Horton, 521 E. Main st. ....S

13—DE SOTO, DeSoto, Mo., 2d & 4th Wed., 2 p. m., Jefferson hall.  
Mrs. J. Ryan.....P  
Mrs. H. M. True, box 616....S

14—ENTERPRISE, Ottumwa, Ia., 2d & 4th Wed., 2 p. m., O. R. C. hall, Main & Market.  
Mrs. J. M. Wilson, 1228 E 2d..P  
Mrs. C. H. Jandrews, 123 Morrell st. ....S

15—GALESBURG, Galesburg, Ill., 2d & 4th Wed., 2:30 p. m., K. P. hall, S. Cherry st.  
Mrs. G. W. Palmer, 159 W. Beiven st. ....P  
Mrs. C. M. Hill, 1092 S. West st. ....S

16—ERIE, Huntington, Ind., 1st & 3d Wed., 2 p. m., O. R. C. hall.  
Mrs. O. C. Shipley, Marshall st..P  
Mrs. E. Smith, 116 E. Franklin st. ....S

17—BENEVOLENT, St. Joseph, Mo., 2d & 4th Fri., 2 p. m., I. O. O. F. Auditorium.  
Mrs. A. S. Chickering, 1608 S. 12th st. ....P  
Mrs. Mattie M. Wright, 1406 S. 11th st. ....S

19—MAINE, Chillicothe, O., 1st & 3d Thurs., 7 p. m., O. R. C. hall.  
Mrs. Mary Johnson, 635 E. 2d st. ....P  
Mrs. F. J. Kast, 151 Scioto st.S

20—LINCOLN, Des Moines, Ia., 2d & 4th Thurs., 2:30 p. m., I. O. O. F. hall, 6th & Locust.  
Mrs. J. W. Dodge.....P  
Mrs. M. L. Dulcy, 815 Locust..S

23—DENVER, Denver, Colo., 2d & 4th Fri., 2:30 p. m., I. O. O. F. hall, 1543 Champa st.  
Mrs. J. Walker, 3341 Gilpin..P  
Mrs. F. Spaulding, 3430 Inivas.S

24—ENDEAVOR, Derry, Pa., 2d & 4th Wed., 2 p. m., I. O. O. F. hall.  
Mrs. Belle Bennett.....P  
Mrs. Mary Shafer.....S

25—MYRTLE, Chicago, O., 1st & 3d Tues., 7 p. m., O. R. C. hall.  
Mrs. J. Murray.....P  
Mrs. E. M. Forbs.....S

26—AURA, Collinwood, O., 1st & 3d Thurs., 2 p. m., K. P. hall.  
Mrs. L. C. Arthur, 4724 Granger st. ....P  
Mrs. W. H. Moulton, 770 Putnam st. ....S

27—LIMA, Lima, O., 2d & 4th Thurs., Mitchell hall, N. E. cor. public square.  
Mrs. M. H. Lynch, 612 S. Main st. ....P  
Mrs. R. W. Peck, 644 S. Elizabeth st. ....S

28—TURNER, Denison, Tex., 1st & 3d Wed., 2:30 p. m., O. R. C. hall.  
Mrs. J. H. Benner, 727 W. Gandy st. ....P  
Mrs. W. E. Milton, box 685...S

29—OLIVE BROAS, McComb, Miss., 2d & 4th Thurs., 4 p. m., Masonic hall.  
Mrs. R. E. McInturff.....P  
Mrs. F. T. Shafer.....S

30—PROSPECT, Garrett, Ind., 2d & 4th Wed., 7:30 p. m., Red Men's hall.  
Mrs. J. Barge, Randolph st...P  
Mrs. Etta Bell, Wash. st....S

31—CHEYENNE, Cheyenne, Wyo., 1st & 3d Mon., 3 p. m., Fraternal hall.  
Mrs. J. N. Marks, 21st & Evans.P  
Mrs. J. J. Fitzgerald, 711 E. 18th st. ....S

35—MT. TACOMA, Tacoma, Wash., 2d & 4th Tues., 2 p. m. I. O. O. F. hall, 7th & Pacific. Mrs. Geo. Lyen, Sub. Sta. 14. P Mrs. Annie Page, 1914 S. G. St. S

36—ALBANY, Albany, N. Y., alternate Thurs., 2:30 p. m., Chancellor hall, 67 S. Pearl st. Mrs. M. C. Ekins, 67 N. Pearl. P Mrs. J. P. Kilmer, 1447 Broadway, Rensselaer, N. Y. ....S

37—COLUMBIA, Cedar Rapids, Ia., 1st & 3d Thurs., Canfield hall, Second ave. Mrs. F. J. Cain, 826 First ave. W. ....P Mrs. W. A. Coon, 516 S. 5th st., E. ....S

38—GLORIA, Ottumwa, Ia., 1st & 3d Wed., 2:30 p. m., B. of L. F. & E. hall. Mrs. F. M. Howard, 562 W. 4th st. ....P Mrs. F. C. Bell, 401 N. Clay. S

39—IDEAL, Jackson, Tenn., 2d & 4th Tues., 3 p. m., Elks' hall, Baltimore & Market. Mrs. C. A. McKinnie, 318 W. Baltimore st. ....P Mrs. P. C. Callahan, 370 N. Royal st. ....S

40—COLUMBIAN, Buffalo, N. Y., 1st & 3d Thurs., 2:30 p. m., Oriental hall, Lewis blk. Mrs. Leona Wright, 102 Brinkman st. ....P Mrs. Georgia Talbot, 214 S. Division st. ....S

41—ARKANSAS VALLEY, Pueblo, Colo., 2d & 4th Thurs., 2 p. m., cor. Second & Main sts. Mrs. L. C. Griffith, 1031 W. 12th st. ....P Mrs. C. L. Mosser, 308 Bl'k I. S

42—BRIDGE CITY, Logansport, Ind., 2d & 4th Wed., 2:30 p. m., Ben Hur hall. Mrs. Mary Hamilton, 629 Sycamore st. ....P Mrs. Ella Johnson, 1408 Market st. ....S

43—GOLDEN ROD, Atlanta, Ga., 2d & 4th Wed., 2:30 p. m., K. P. hall, cor. Pryor & Hunter. Mrs. J. G. Garwood, 106 Cherokee ave. ....P Mrs. D. S. Walraven, 184 W. North ave. ....S

44—DETROIT, Detroit, Mich., 1st & 3d Thurs., 2 p. m., Bannet hall, Grand River & Griswold. Mrs. G. B. Lockard, 331 Ferdinand ave. ....P Mrs. A. J. Eley, 312 Vinewood ave. ....S

45—RAPID TRANSIT, Grand Rapids, Mich., 2d & 4th Thurs., 2:30 p. m., Majestic hall, N. Park st. Mrs. W. A. Hawker, 366 Cass. P Mrs. Dora Wallize, 284 9th. S

46—MARYLAND, Cumberland, Md., 1st & 3d Thurs., I. O. O. F. hall. Mrs. L. Rephann ....P Mrs. Chas. Schmutz, 85 Highland st. ....S

47—KEYSTONE, Harrisburg, Pa., 1st & 3d Wed., 2 p. m., Mauk's hall, cor. 6th & Keller sts. Mrs. G. A. Leonard, 1729 N. 6th st. ....P Mrs. Mary A. Bair, 2118 N. 6th st. ....S

48—DIXIE, Chattanooga, Tenn., 1st & 3d Thurs., 2:30 p. m., Damon hall, 8th & Cherry sts. Mrs. Louise Oliver, 124 E. Terrace st. ....P Mrs. P. Gorman, 524 Douglas. S

49—PROSPERITY, Eagle Grove, Ia., 1st & 3d Thurs., 2:30 p. m., Masonic hall. Mrs. C. E. Nobles. ....P Mrs. W. R. Hammond, box 835. S

50—DELAWARE, Wilmington, Del., 2d & 4th Thurs., 2:30 p. m., Masonic hall, 8th & Market. Mrs. E. Meredith, 1208 Maryland ave. ....P Mrs. E. McCarroll, 708 Lombard st. ....S

51—KEKIONGA, Ft. Wayne, Ind., 1st & 3d Thurs., 2 p. m., O. R. C. hall, 106 Calhoun st. Mrs. Ella Bonter, 323 W. Dewald st. ....P Mrs. W. H. Grout, 2611 Calhoun st. ....S

52—IVY LEAF, Port Jervis, N. Y., 2d & 4th Thurs., 3 p. m., Mondon hall, Pike st. Mrs. Chas. Carley, 6 Brooklyn. P Mrs. Wm. Luckey, 158 W. Main st. ....S

55—MAGNOLIA, Augusta, Ga., 2d & 4th Tues., 3 p. m., Red Men's hall. Mrs. W. W. McDowell, 440 Calhoun st. ....P Mrs. Thos. Kitchens, 437 Calhoun st. ....S

56—IRON EMPRESS, Escanaba Mich., 2d & 4th Wed., 2:30 p. m., I. O. O. F. hall. Mrs. Viola Green, 920 Langry. P Mrs. Alice Roland, 422 S. Charlotte st. ....S

57—HAZEL, Hazelwood, Pa., 1st & 3d Wed., 2 p. m., Trust hall. Mrs. L. Helgoth, Trowbridge. P Mrs. P. J. Connors, 5252 2d ave., Pittsburg, Pa. ....S

59—MASCOT, Boston, Mass., 2d Thurs., Elks' hall, 24 Hayward Place. Mrs. C. S. Messer, 17 Pearson ave., West Somerville, Mass. P Mrs. W. R. Page, Crescent ave., S. Braintree, Mass. ....S

60—JOS. YORK, Meadville, Pa., 2d & 4th Wed., 2:30 p. m., I. O. O. F. hall, Center st. Mrs. T. F. Moynihan, Garden st. P Mrs. Wm. Rhodes, 373 Sherman st. ....S

61—CHARITY, Sioux City, Ia., 2d & 4th Fri., I. O. O. F. hall. Mrs. Wm. Martin. ....P Mrs. F. J. Hoydar, 1130 22d. S

65—AFTERYOU, Fon du Lac, Wis., 1st & 3d Fri., 2:30 p. m., G. A. R. hall. Mrs. C. H. Beasan, 406 Wisconsin ave., N. ....P Mrs. C. C. Hall, 153 Cherry st. S

66—JUANITA, Bloomington, Ill., 2d & 4th Thurs., 2:30 p. m., Jacoby hall, N. Main st. Mrs. A. A. Reich, 204 W. Graham st. ....P Mrs. C. A. Gipson, 305 Locust. S

67—PINE CONE, Portland, Me., 1st Fri., 2 p. m., Rossini hall, S. Exchange st. Mrs. B. K. Morse, 28 Beckett st. ....P Mrs. E. I. Lowe, 7 Cherry st. S

68—FOOTE, Kansas City, Mo., 1st & 3d Thurs., 2 p. m., Arlington hall. Mrs. E. H. Smith, 1514 Olive. P Mrs. J. M. Patten, 104 Westport ave. ....S

70—NONPAREIL, Clinton, Ia., 2d & 4th Wed., 2:30 p. m., K. P. hall, 2d st. Mrs. J. B. Hall, 225 6th ave. P Mrs. M. C. Guernsey, 706 Stockholm st. ....S

73—HAND IN HAND, Boone, Ia., 1st & 3d Tues., 2:30 p. m., K. P. hall. Mrs. D. W. Whitehead, 328 Monona st. ....P Mrs. D. F. Patrick, 1316 Boone. S

75—TRI-CITY, Rock Island, Ill., 1st & 3d Thurs., 2:30 p. m., Engineers' hall. Mrs. A. McLees, 2944 5th ave. P Mrs. C. Hibbard, 2730 7th ave. S

76—ORITZ, Ratom, N. M., 1st & 3d Wed., 2:30 p. m., I. O. O. F. hall. Mrs. Mary Coleman, 800 S. 1st. P Mrs. Mamie Burns, 544 S. 2d. S

77—POTOMAC, Martinsburg, W. Va., 1st & 3d Mon., 2 p. m., I. O. O. F. hall. Mrs. P. Heelan, 522 W. King. P Mrs. E. C. Caskey, 635 E. 2d. S

78—FIRST CANADIAN, Toronto, Can., 2d & 4th Thurs., 2:30 p. m., Occident hall. Mrs. P. McMahon, 129 Davey. P Mrs. Agnes Morrison, 64 Brock st. ....S

79—GENESSEE, Rochester, N. Y., 1st & 3d Wed., 3 p. m., Damascus hall. Mrs. Mary Cleary, 7 Baldwin. P Mrs. Eva M. Connor, 29 Vick Park, "A." ....S

80—EMPIRE, Elmira, N. Y., 2d & 4th Wed., I. O. O. F. hall, cor. Madison ave. & Church st. Mrs. Wm. Coe, 1005 Oak st. P Mrs. B. R. Clark, 506 South ave. ....S

81—MONUMENTAL, Baltimore Md., 1st & 3d Thurs. Wurtzburger's hall. Mrs. C. Shipley, 208 N. Carey. P Mrs. L. H. Bender, 1626 N. Caroline st. ....S

83—STAR OF UTAH, Ogden, Utah, 1st & 3d Thurs., 2 p. m., K. P. hall. Mrs. Olive Rhine, 2532 Fowler ave. ....P Mrs. J. E. Snyder, 962 Washington ave. ....S

84—ANGEL CITY, Los Angeles, Cal., 1st & 4th Sat., 2 p. m., I. O. O. F. hall, 220 1/2 S. Main st. Mrs. Anna Hough, 1070 W. 34th st. ....P Mrs. J. M. Patten, 1001 W. 23d st. ....S

85—SUNFLOWER, Parsons, Kan., 1st & 3d Thurs., 2:30 p. m., A. O. U. W. No. 1 hall. Mrs. Rebecca Jones, 212 S. 16th st. ....P Mrs. Olive Walls, 1513 Belmont st. ....S

86—COREOPSIS, Lincoln, Neb., 2d & 4th Thurs., 2:30 p. m., Bohanan hall, S. 10th st. Mrs. S. E. Miller, 1828 J st. P Mrs. C. H. Holts, R. R. 6. ....S

87—HOUSTON, Houston, Tex., 1st & 3d Wed., 2:30 p. m., Red Men's hall 305½ Main st. Mrs. J. Harris, 2103 Fletcher. P Mrs. L. P. Partin, 1510 Everett. S

88—LAKEMONT, Altoona, Pa., 1st & 3d Thurs., 2 p. m., 1400 11th ave. Mrs. Kate Nash, Conemaugh, Pa. Mrs. Mary E. Vance, 1309 11th st. S

90—GRANGER, Jackson, Mich., 1st & 3d Wed., 2:30 p. m., Webb blk., Jackson st. Mrs. Jennie Turrell, 613 Cottage ave. P Mrs. Emma Birdsall, 110 Seymour ave. S

91—OREGON, Portland, Ore., 2d & 4th Tues., 2:30 p. m., K. P. hall, cor. 11th & Alder sts. Mrs. Frank Widner, 835 Cleveland ave. P Mrs. Abbie L. Crocker, 985 Front st. S

93—MERRIMAC, Concord, N. H., 1st Tues., 10:30 a. m., G. A. R. hall, N. Main st. Mrs. F. O. Brown, Aquilla blk. P Mrs. H. B. Eaton, 24 Thompson st. S

94—LAKE CITY, Erie, Pa., 1st & 3d Thurs., 2:30 p. m., Engineers' hall, 1220 State st. Catherine Owens, 2224 Ash st. P Mrs. Verna Hewitt, 333 E 6th. S

95—ARBUTUS, East Syracuse, N. Y., 2d & 4th Tues., 2:30 p. m., Masonic hall. Mrs. Frankie Hughes. P Mrs. B. Hilleges. S

96—OLIVE BRANCH, McKees Rocks, Pa., 1st & 3d Thurs., 2 p. m., Fraternal hall. Mrs. E. McCafferty, 128 Patterson st. P Mrs. M. E. Collins, 110 Sagi-naw st. S

97—AURORA, Aurora, Ill., 2d & 4th Thurs., 2:30 p. m., Charlemagne. Mrs. Mary Yonker, 285 La Salle st. P Mrs. Hattie Lindsay, 260 Spring st. S

98—COMO, St. Paul, Minn., 1st & 3d Thurs., 2:30 p. m., Bowl-by hall, 6th & Robert sts. Mrs. J. W. Gilboy, 642 St. Peter st. P Mrs. A. Schneider, 366 Hope. S

99—CHRYSANTHEMUM, Oswa-tomic, Kan., alternate Thurs. 2:30 p. m., Eagles' hall. Mrs. R. D. Hooker. P Mrs. E. H. Clark, box 103. S

100—WHITE CITY, Chicago, Ill., 2d & 4th Thurs., 2 p. m., 17th floor, Masonic Temple. Mrs. J. M. Sewell, 557 W. 65th st., Sta. O. P Mrs. J. Scott, 7326 Woodlawn. S

101—FLOUR CITY, Minneapo-lis, Minn., 2d & 4th Thurs., 2 p. m., A. O. U. W. hall, 17 S. 7th st. Mrs. C. R. Langan, 2741 S. Fremont ave. P Mrs. Minnie S. Dalrymple, Merriam Park, Minn., 1981 Carroll st. S

102—MISSISSIPPI, Water Val-ley, Miss., 2d & 4th Wed., 2 p. m., Odd Fellows' hall. Mrs. T. J. Binford, Wood st. P Mrs. P. Y. Dupoyster. S

103—INDIANAPOLIS, Indian-apolis, Ind., 1st & 3d Mon., 2 p. m., O. R. C. hall. Mrs. A. Morrison, 2411 E. Washington st. P Mrs. Lucetta Cook, 2121 Ash-land ave. S

104—PRIDE OF STREATOR, Kankakee, Ill., 1st & 3d Thurs. 2 p. m., Castle hall, E ave. Mrs. Lena Pearre, 262 Green-wood ave. P Mrs. Emma Garner, 542 In-diana ave. S

105—JEWETT, New Orleans, La., 1st & 3d Mon., I. O. O. F. hall. Mrs. R. W. Smith, 4017 Canal. P Mrs. C. W. Bradley, 2760 Marengo st. S

106—TYGARD, Ft. Worth, Tex. 2d & 4th Wed., 2:30 p. m., I. O. O. F. hall. Mrs. W. R. Bell, 304 Bdwy. P Mrs. W. N. Foster, 1406 E st. S

107—CITY OF OAKS, Oakland, Cal., 1st, 3d & 4th Thurs., 2:30 p. m., Fraternity hall. Mrs. Flora Ruggles, 1934 Ade-line st. P Mrs. Bertha Byers, 1410 9th st. S

108—CARNATION, Springfield, Ill., 1st & 3d Wed., 3 p. m., I. O. O. F. hall, 4th & Monroe. Mrs. Minnie Nash, 816 S 9th. P Mrs. Kate Castles, 1317 S 6th. S

109—PENELOPE, Meridian, Miss., 2d & 4th Thurs., 3 p. m., K. P. hall. Mrs. Will Perry, 621 34th ave. P Mrs. J. B. Ramsey, 1513 25th. S

110—WHITE ROSE, Savannah, Ga., 1st & 3d Thurs., 4 p. m., K. P. hall. Mrs. W. O. Hicks, 203 31st. P Mrs. R. L. Brake, 1918 Ber-nard st. S

112—FERN CLIFF, Young-wood, Pa., 1st & 3d Wed., 2:30 p. m., Sells hall. Mrs. Ada Nepper, Turtle Creek, Pa., box 395. P Mrs. Ella Repper, Turtle Creek, Pa., box 305. S

114—GREEN BAY, Green Bay, Wis., 1st & 3d Tues., 3 p. m., K. P. hall. Mrs. F. H. Seymour, 802 Cora. P Mrs. John Myers, 501 Mather st., W. Green Bay. S

115—IMPERIAL, Utica, N. Y., 2d & 4th Wed., aft., Royal Ar-canum Temple, Devereux st. Mrs. S. Sweeney. P Mrs. W. J. Morris, 14 John-son Park. S

116—YUARDA, Newton, Kan., 2d & 4th Fri., 2:30 p. m., K. P. hall. Mrs. M. J. Maloney, 417 E. 4th st. P Mrs. John McCabe, 616 E. 4th st. S

117—BIRMINGHAM, Birming-ham, Ala., 1st & 3d Wed. 2:30 p. m., Maccabees' Temple. Mrs. W. F. Shannon, 411 N. 24th st. P Mrs. B. A. Cooper, 1517 ave. "D". S

121—DEWEY, Centralia, Ill., 2d & 4th Thurs., 3 p. m., I. O. O. F. hall. Mrs. T. Shugarts. P Mrs. T. J. Wright, 218 S. Maple st. S

122—EASTER LILY, Peoria, Ill., 1st & 3d Thurs., 110 S. Adams st. Mrs. Emma Flannery, 217 3d. P Mrs. Flora Peterson, 510 Mill-man st. S

123—VOLUNTEER, Austin, Minn., 2d & 4th Wed., 7:30 p. m., Germania hall. Mrs. Fannie Terry, 418 E. Bridge st. P Mrs. Mary Taylor, 1009 Hope. S

125—MONETT, Monett, Mo., 2d & 4th Wed., 2:30 p. m., Masonic hall. Mrs. Anna Woodruff, box 95. P Mrs. Lulu Wilkerson, box 407. S

126—WELCOME, Ft. Scott, Kan., 2d & 4th Fri., 2:30 p. m., Union hall. Mrs. C. H. Danner, 514 S. Hill st. P Mrs. Ray Williams, 16 S Mar-grave st. S

127—JUSTICE, Murphysboro, Ill., 2d & 4th Fri., 2:30 p. m., I. O. O. F. hall. Mrs. C. T. Smith, 1818 Wal-nut st. P Mrs. R. Brenemen, 2023 Pine. S

128—GOLDEN RULE, Dodge City, Kan., 1st Thurs., 2:30 p. m., Masonic hall. Mrs. Kitty Pond, box 168. P Mrs. Emma Cory, box 263. S

129—GRAND VALLEY, Grand Junction, Colo., 2d & 4th Thurs., Elks' hall. Mrs. Katie James. P Mrs. Katie Stoltz, 118 Grand. S

131—BURNS, Creston, Ia., 2d Mon., 2:30 p. m., Gibson hall. Mrs. J. M. Burns, S. Pine st. P Mrs. Sadie Lowery, 308 N. Y. S

133—DONNER, Sacramento, Cal., 1st & 3d Mon., 8 p. m., Gibson hall. Mrs. Ella Weston, 1017 18th. P Mrs. Mae LaForge, 1526 F st. S

135—MOUNTAIN CITY, Reno-vos, Pa., 2d & 4th Thurs., 2 p. m., I. O. O. F. hall. Mrs. L. M. Haupt. P Mrs. Sarah E. Bressler, box 247. S

137—LONE STAR, Cleburne, Tex., 1st & 3d Wed., 2:30 p. m., Red Men's hall. Mrs. F. G. Wood, 717 N. Rob-inson st. P Mrs. H. McCraime, 820 N. Main st. S

138—QUEEN CITY, Cincinnati, O., 2d & 4th Thurs., 2 p. m., Douglas hall. Mrs. M. Sullivan, 716 W. 9th. P Mrs. Belle Whitcomb, 3539 St. Charles Place. S

139—HOWARD, Milwaukee, Wis., 1st & 3d Wed., 2:30 p. m., I. O. O. F. hall, 408 Grand. Mrs. F. Maxon, 127 Wisc-on-sin ave., Waukesha, Wis. P Mrs. J. F. Cooper, 400 21st. S

140—NARROWS, Cumberland, Md., 2d & 4th Thurs., 2 p. m., White's hall, Virginia ave. Mrs. R. A. Compton, 4 Brown-ing st. P Mrs. J. C. Crogan, 122 Grand. S

142—NEW YEAR, Springfield, Mo., 2d & 4th Tues., 2 p. m., K. P. hall, Commercial st.  
Mrs. Carl H. Thompson, 1249 N. Jefferson st. ....P  
Mrs. Genetie Elliott, 1234 Benton ave. ....S

143—SYRACUSE, Syracuse, N. Y., 2d & 4th Wed., 2:30 p. m., Pythian hall, Bastable blk.  
Mrs. Frank Curran, 401 N. West st. ....P  
Mrs. W. G. Ryan, 1402 Madison st. ....S

144—WILLING WORKERS, Knoxville, Tenn., 1st & 3d Wed., 2 p. m., French & Roberts hall.  
Mrs. T. B. LaRue, 1113 W. 4th ave. ....P  
Mrs. T. J. Thomas, 148 Hinton st. ....S

147—MARGARET, East Las Vegas, N. M., 1st & 3d Wed., K. P. hall.  
Mrs. Charlotte Fugate, 918 4th. P  
Mrs. Della Leseny, 924 4th. ....S

148—MRS. J. H. MOORE, Colorado Springs, Colo., 1st & 3d Fri., 2:30 p. m., Majestic hall.  
Mrs. Hattie Harper, 1701 Colorado ave. ....P  
Mrs. Clara B. Deffenbaugh, 32 N. Chestnut st. ....S

149—CENTURY, North Platte, Neb., 1st Wed., K. P. hall.  
Mrs. Mary Cunningham. ....P  
Mrs. Ella B. Weir, box 184. ....S

150—SEGO LILY, Salt Lake City, Utah, 2d & 4th Thurs., 2:30 p. m., K. P. hall.  
Mrs. Etta Ferguson, 344 W. 5th North. ....P  
Mrs. Sadie Hays, 127 W. 1st N.S

152—NIPHTHO, Tuscumbia, Ala., 1st & 3d Thurs., 2 p. m., Pythian hall.  
Mrs. R. L. Price. ....P  
Mrs. J. B. McCrory, box 173. ....S

153—STELLA, Decatur, Ill., 2d & 4th Wed., 2 p. m., K. P. hall.  
Mrs. Dora Baldwin, 1343 N. Main st. ....P  
Mrs. Ina M. Bump, 420 E. Marietta st. ....S

154—NEW CENTURY, Freeport, Ill., 2d & 4th Fri., 2:30 p. m., I. O. O. F. hall.  
Mrs. Helen M. Carey, 359 S. Gal. ave. ....P  
Mrs. Anna Spear, 122 Winnesick st. ....S

155—SWITZERLAND, Mauch Chunk, Pa., 1st & 4th Fri., 2 p. m., Daugherty's & Frederick's hall.  
Mrs. Emma Mumbower, 412 Center st. ....P  
Mrs. W. Batdorf, 344 South st. ....S

157—SEELY DUNN, Evansville, Ind., 2d & 4th Thurs., 2 p. m., Dickman hall.  
Mrs. Maggie Chance 421½ Vine st. ....P  
Mrs. S. C. Ingram, 220 Cumberland ave., Howell, Ind. ....S

158—FIDELITY, Chillicothe, Ill., 1st & 3d Fri., 2 p. m., Daugherty's & Frederick's hall.  
Mrs. Mamie Moody. ....P  
Mrs. Mary E. Anderson, R. R. 33. ....S

150—THE GOLDEN WEST, Grand Forks, N. D., 1st & 3d Thurs., 3:30 p. m. Empire hall.  
Mrs. J. M. Cooper, 312 Chestnut st. ....P  
Mrs. W. A. Hill, 210 N. 7th. ....S

160—HIGH ROCK, Hagerstown, Md., 2d & 4th Thurs., Hose hall, S. Potomac st.  
Mrs. D. P. Blair, 18 Foundry. P  
Mrs. B. B. Bender, 140 E. Franklin st. ....S

162—WYNOMA, Haileyville, Okla., 1st & 3d Wed., 2:30 p. m., Masonic hall.  
Mrs. S. M. Aldridge. ....P  
Mrs. E. F. Pierce. ....S

163—ELLA STONE, Sedalia, Mo., 1st & 3d Thurs., 2:30 p. m., K. P. hall, E. Fifth st.  
Mrs. Douglas Hughes, 1101 S. Ohio st. ....P  
Mrs. J. A. Hukill, 714 E. Broadway. ....S

164—BINGHAMTON, Binghamton, N. Y., 2d & 4th Thurs., 2:30 p. m., Parlor City, I. O. O. F. hall, 299 Chenango.  
Mrs. T. F. Sullivan, 35 Dickinson st. ....P  
Mrs. E. Benedict, 26 Moffatt. ....S

165—PROSPECT POINT, Trinidad, Colo., 1st & 3d Fri., 2:30 p. m., Odd Fellows' hall.  
Mrs. M. L. Jones, 918 Rosita. P  
Mrs. J. W. Staley, 500 E. Main st. ....S

166—HINKLEY, RAWLINS, Wyo., 1st Tues., 2:30 p. m., K. P. hall.  
Mrs. Eva Joice. ....P  
Mrs. L. H. Wright, box 169. ....S

167—PALM, Montgomery, Ala., Alternate Wed., 3 p. m., K. P. hall.  
Mrs. J. M. McDowell, R. F. D. 3. ....P  
Mrs. A. E. Moritz, 75 Amanda st. ....S

168—VICTOR, Sayre, Pa., 2d & 4th Thurs., B. R. T. hall, Talmadge blk., Elmer ave.  
Mrs. E. Lewis, 26 Pine st. ....P  
Mrs. May Brougham, 230 Spring st. ....S

169—MAPLE LEAF, Hamilton, Can., 1st & 3d Wed., 2:30 p. m., A. O. U. W. hall.  
Mrs. Geo. Furgeson, 334 Aberdeen st. ....P  
Mrs. J. E. Oldfield, 150 Catherine st. ....S

171—OKEEMA, Sapulpa, Okla., 1st & 3d Mon., 2:30 p. m., Eagles' hall.  
Mrs. Mable Bassett. ....P  
Mrs. Mary M. Francis. ....S

172—DAYLIGHT SPECIAL, Clinton, Ill., 2d & 4th Tues., 3 p. m., Red Men's hall.  
Mrs. Celia St. John, S. E. st. ....P  
Mrs. Nellie G. Daniels. ....S

174—EDGAR E. CLARK, Macon, Ga., 1st & 3d Wed., O. R. C. hall, Polar st.  
Mrs. J. Hollis. ....P  
Mrs. F. P. Martin, 461 2d st. ....S

175—STANDING ROCK, Mena, Ark., 2d & 4th Wed., 3 p. m., Tobin hall, Fifth st.  
Mrs. Hattie Wilcoxon, 1301 Port Arthur. ....P  
Mrs. J. C. Allen, box 278. ....S

177—N. D. MAHER, Bluefield, W. Va., 2d & 4th Wed., 2:30 p. m., Red Men's hall.  
Mrs. C. B. Davis, Rogers st. ....P  
Mrs. J. R. Johnson, 33 Rogers. S

178—FAIRVIEW, Carbondale, Pa., 2d & 4th Tues., I. O. O. F. hall, S. Church st.  
Mrs. Edna M. Harvey, 23½ Caanan st. ....P  
Mrs. Mary C. Miller, 13 Drummond ave. ....S

179—ODY, Pitcairn, Pa., 2d & 4th Fri., 2 p. m., Hohles hall.  
Mrs. J. S. Linebaugh. ....P  
Mrs. W. A. Himstead, 318 Middle ave. Wilmerding, Pa. S

180—PASS CITY, El Paso, Tex., 1st & 3d Thurs., 2:30 p. m., O. R. C. hall.  
Mrs. Ida M. Whitehead, Chrystola & Franklin sts. ....P  
Mrs. Sadie A. Castles, 909 Magoffin ave. ....S

181—OKLAHOMA, Shawnee, Okla., 1st & 2d Mon., 8 p. m., G. A. R. hall.  
Mrs. M. E. Stansbury, 720 N. Aydelotte st. ....P  
Mrs. Bruce Hays, 615 N. Aydelotte st. ....S

182—UNITY, Shreveport, La., 2d & 4th Tues., 2:30 p. m., K. P. hall.  
Mrs. Birdie Carnes, Sheridan st. P  
Mrs. Nora Proud, R. F. D. 2. ....S

183—LOVENIA CLARK, Waterloo, Ia., 2d & 4th Fri., 2:30 p. m., Engineers hall.  
Mrs. Mary Van Vleck, 903 Logan ave. ....P  
Mrs. Alice Lorden, 601 Logan. S

184—PERSEVERANCE, E. St. Louis, Ill., 2d & 4th Wed., 2 p. m., Music hall.  
Mrs. Clara Brooks, 509 S. 4th. P  
Mrs. Josie Baily, box 45. ....S

185—GEM OF THE MOUNTAINS, Pocatello, Idaho., 1st & 3d Thurs., 2 p. m., Masonic hall.  
Mrs. Belle Woodmansee. ....P  
Mrs. Emma Hughart, 710 E. Center st. ....S

186—IRON QUEEN, Two Harbors, Minn., 2d & 4th Thurs., 2:30 p. m., K. P. hall.  
Mrs. Bessie B. Elliott, box 685. P  
Mrs. Dora Fulton, 1829½ E. Superior st., Duluth, Minn. ....S

188—HARTFORD, Hartford, Conn., 2d & 4th Mon., 8 p. m., G. A. R. hall, Main st.  
Mrs. P. T. Knapp, 73 Williams st. ....P  
Mrs. P. Russell, box 245 E. Hartford, Conn. ....S

189—TWIN CITY, Dennison, O., 2d & 4th Tues., 7:30 p. m., K. C. hall.  
Mrs. F. M. Rush. ....P  
Mrs. A. M. Bier, box 1022. ....S

190—DIAMOND, Joliet, Ill., 2d & 4th Thurs., 2:30 p. m., Odd Fellows' hall.  
Mrs. Emma Brown, 300 Henry. P  
Mrs. Della Norris, 1605 E. Washington st. ....S

191—ESCHSCHOLTZIA, Kern, Cal., 2d & 4th Wed., 2 & 8 p. m., K. P. hall.  
Mrs. Ella Gates, 1111 Baker. P  
Mrs. Jessie Herbert, 711 "K". ....S

192—LAUREL, Breckenridge, Minn., 1st & 3d Tues., 2:30 p. m., K. P. hall.  
Mrs. Estella Martin, box 265...P  
Mrs. Minnie O'Kane, 220 S. 4th st. ....S

193—WESTERN STAR, Superior, Wis., 1st & 3d Tues., 2:30 p. m., Odd Fellows' Temple.  
Mrs. E. R. Smith.....P  
Mrs. J. F. Parkhill.....S

194—EUREKA, Youngstown, Pa., 2d & 4th Wed., 2 p. m., Old Carpenter's hall.  
Mrs. Ed. Reese, 1041 Wilson..P  
Mrs. J. F. Unger, 35 S. Garland ave. ....S

195—CHICKASAW, Memphis, Tenn., 1st & 3d Tues., I. O. O. F. bldg.  
Mrs. A. B. Middlebrook, 183 E. Georgia st. ....P  
Mrs. G. A. Robinson, 1244 College st. ....S

196—ANTHRACITE, Tamaqua, Pa., 1st & 3d Thurs., 2 p. m., I. O. O. F. hall, Broad st.  
Mrs. Margaret Minier, cor. Broad & Lehigh sts. ....P  
Mrs. S. Fitzpatrick, 120 Washington st. ....S

197—COKE REGION, Connelville, Pa., 1st & 3d Wed., 1:30 p. m., Odd Fellows' hall.  
Mrs. Meranda Shuman, Francis ave. ....P  
Mrs. Anna Dunlap, 408 Cedar..S

198—PHIL SHERIDAN, Sheridan, Wyo., 1st & 3d Thurs., 2:30 p. m., K. P. hall.  
Mrs. Minnie Eubank, 457 W. Loucks st. ....P  
Mrs. Ethel Barr, 468 Marion..S

199—LA RUE, Nashville, Tenn., 1st & 3d Wed., 2 p. m., Odd Fellows' hall.  
Mrs. P. E. Overton, 711 12th ave., S. ....P  
Mrs. Jas. H. Webb, 1408 Hawkins st. ....S

200—MANHATTAN, New York City, N. Y., 2d & 4th Thurs., 2:30 p. m., Tuxedo hall, 59th & Madison ave.  
Mrs. J. E. Hutchinson, 19 E. 4th st., Mt. Vernon, N. Y...P  
Mrs. T. F. Coughlin, 748 Atlantic st. ....S

201—WABASH, Moberly, Mo., 2d & 4th Tues., 2 p. m., I. O. O. F. hall.  
Mrs. R. L. Carter, 408 S. Clark st. ....P  
Mrs. L. S. Smedley, 613 Adams ave. ....S

203—ANNA F. CONLISK, Hillsboro, Tex., 1st Wed., B. R. T. hall.  
Mrs. Dora McKee, 209 Mathew.P  
Mrs. C. E. Stafford, 110 Vinyard ave. ....S

206—TINSMAN, Trenton, Mo., 2d & 4th Wed., I. O. O. F. hall.  
Mrs. M. Keith, Spittlar st....P  
Mrs. Olga Meranda, 302 Lincoln ave. ....S

207—ROCKY MOUNTAIN, Missoula, Mont., 1st & 3d Thurs., 7:45 p. m., Firemen's hall.  
Mrs. Mary E. Christy, 301 R. R. st. ....P  
Mrs. Winifred Yeager, 303 R. R. st. ....S

208—ORANGE BLOSSOM, San Bernardino, Cal., 2d & 4th Thurs., 2 p. m., Native Sons hall.  
Mrs. Ella Johnson, 969 Chestnut st., Riverside, Cal.....P  
Mrs. Julia L. Chaffin, Colton, Cal., P. O. box 477.....S

209—ST. ELMO, St. Elmo, Ill., 1st & 3d Thurs., 2:30 p. m., I. O. O. F. hall.  
Mrs. Lida Henderson, box 367.P  
Mrs. C. Brennen, Salem, Ill..S

210—HOPE, Princeton, Ind., 2d & 4th Wed., 2 p. m., K. P. hall.  
Mrs. Wm. Munier, 319 W. Monroe st. ....P  
Mrs. Chas. Chamberlain, 818 S. Main st. ....S

211—VIOLET, Salamanca, N. Y., 1st & 3d Thurs., 2:30 p. m., Union hall, Main st.  
Mrs. Mary Stoddard, 45 River.P  
Mrs. Lida Warnock, 23 Clinton.S

212—SAN ANTONIO, San Antonio, Tex., 1st & 3d Fri., 3 p. m., K. P. hall.  
Mrs. C. W. Martin, 418 Burleson st. ....P  
Mrs. H. C. Gillett, 326 Sherman st. ....S

213—PARKINSON, Hornell, N. Y., alternate Thurs., 2 p. m., B. of L. E. hall.  
Mrs. Sarah Parkinson, 42 E. Main st. ....P  
Mrs. Electra L. Pratt, 18 Ran- som st. ....S

214—RIVERSIDE, Ashtabula, O., 2d & 4th Thurs., 2 p. m., O. R. C. hall.  
Mrs. Alice Green, Lake st....P  
Mrs. Cora York, 132 Center st.S

215—THOS. FITZGERALD, Fairmount, W. Va., 1st & 3d Thurs., Old Masonic hall.  
Mrs. W. R. Riggs, 544 Ogden..P  
Mrs. A. B. Cassidy, R.F.D. 3....S

216—SEATTLE, Seattle, Wash., 1st & 3d Fri., 2 p. m., Foresters' hall.  
Mrs. Rosamond Tieman, 206 Summit ave., N.....P  
Mrs. Margaret E. Heffron, 206 Taylor ave. ....S

217—PINE BLUFFS, Chadron, Neb., 1st & 3d Tues., 2:30 p. m., Odd Fellows' hall.  
Mrs. Hattie May White.....P  
Mrs. Phoebe Niles.....S

218—CHAMPAIGN, Champaign, Ill., 2d & 4th Thurs., 2:30 p. m., Engineers' hall.  
Mrs. Frank Richter, 101 W. Green st. ....P  
Mrs. W. P. Chapman, N. Neil..S

219—YOSEMITE, Fresno, Cal., 1st & 3d Wed., 7:30 p. m., K. C. hall.  
Mrs. Maud Lowe, 1246 "P" st..P  
Mrs. Nellie Wilson, box 157...S

220—EAST ROCK, New Haven, Conn., 1st & 3d Thurs., I. O. O. F. hall, 95 Crown st.  
Mrs. J. C. McFarlane, 375 W. Grove st., Waterbury, Conn..P  
Mrs. T. Hinchy, 11 Sherman st., Westfield, Mass. ....S

221—PEERLESS PRINCESS, Wichita, Kan., 1st & 3d Wed., 2:30 p. m., Maccabee hall.  
Mrs. Alice Henderson, 430 Waco ave., N.....P  
Mrs. D. M. DeFrance, 243 N. Waco ave. ....S

222—SPOKANE, Spokane, Wash., 1st & 3d Thurs., 2:30 p. m., Oliver hall.  
Mrs. Nina Hollingsworth....P  
Mrs. G. T. Bushnell, 1301 E. Newark ave. ....S

223—TIDEWATER, Columbia, Pa., 2d & 4th Mon. eve. Bitter's hall.  
Mrs. Mary Lebegern, 138 S. 4th st. ....P  
Mrs. Alice McManus, 465 Walnut st. ....S

224—FIRST CAROLINA, Columbia, S. C., 2d & 4th Thurs., 3:30 p. m., Congane Div. hall.  
Mrs. G. W. Florence, 2324 Washington st. ....P  
Mrs. F. L. Shillito, 2007 Hampton st. ....S

225—MT. KATAHDIN, Bangor, Me., 2d Sun., B. R. T. hall.  
Mrs. H. C. Bean, 391 Buck st..P  
Mrs. H. C. Farnham, 18 Ca- tell st. ....S

226—GOLDEN GATE, Livingston, Mont., 2d & 4th Thurs., 2:30 p. m., Masonic hall.  
Mrs. Lena Reeves, 309 S. "L".P  
Mrs. Lucy Trout, 111 N. "F"..S

227—POCAHONTAS, Richmond, Va., 1st & 3d Thurs., 3:30 p. m., Fraternity hall.  
Mrs. I. Waldrop, 910 N. 5th..P  
Mrs. L. A. Willeford, 1206 19th st. ....S

228—RHODE ISLAND, Providence, R. I., 1st & 3d Wed., 2:30 p. m., Manhern hall.  
Mrs. B. F. Harrington, 251 Carpenter st. ....P  
Mrs. O. C. Crumley, 128 Bdwy.S

229—HUTCHINSON, Springfield, Mass., 1st & 3d Tues., 2:30 p. m., Fraternity hall.  
Mrs. Chas. Smith, 19 Hill st..P  
Mrs. H. E. Lockwood, 271 Fulton st. ....S

230—BATTLE CREEK, Battle Creek, Mich., 1st & 3d Fri., 2:30 p. m., I. O. O. F. hall.  
Mrs. C. K. Greyson, 103 Marshall st. ....P  
Mrs. C. R. Pond, 53 High st...S

234—ROANOKE, Roanoke, Va., 1st & 3d Fri., 3 p. m., Pythian hall.  
Mrs. H. R. Karnes, 318 4th ave., N. W.....P  
Mrs. Sadie Garrison, 1009 3d ave., N. W.....S

235—PRIDE OF 447, Carnegie, Pa., 1st & 3d Thurs., 1:30 p. m., Masonic hall.  
Mrs. B. Grafe .....P  
Mrs. J. J. Dougherty, box 597.S

236—CASCADE, New Castle, Pa., 1st & 3d Thurs., 2 p. m., Smith's hall.  
Mrs. Maria Fout, 212 Pitts- burg st. ....P  
Mrs. D. M. Lovejoy, 19 Madi- son st. ....S

237—PRAIRIE CITY, Terre Haute, Ind., 2d & 4th Wed., 2:30 p. m., Maccabee hall.  
Mrs. W. T. Brown, 37 N. 11th.P  
Mrs. C. W. Finnell, 2434 Liberty ave. ....S

238—J. H. NEWTON, Lafayette, Ind., 2d & 4th Wed., 2:30 p. m., Red Men's hall.  
Mrs. J. H. Newton, 1202 Tippecanoe st. ....P  
Mrs. Inah M. Price, 13 N. 3d..S

230—SELMA, Selma, Ala., 1st & 3d Wed., I. O. O. F. hall.  
Mrs. W. A. Cobb, N. Broad st. P  
Mrs. W. H. Burton, 1215 W. Selma st. ....S

241—PALMISTO, Greenville, S. C., 2d & 4th Thurs.  
Mrs. C. E. Bull. ....P  
Mrs. I. D. Boggers, 106 Pine..S

242—OMAHA, Omaha, Neb., 2d & 4th Thurs., 2 p. m., B. rights Society hall.  
Mrs. Anna Overmyer, 906 Francis st. ....P  
Mrs. Florence Carter, 1906 N. 28th ave. ....S

243—PADUCAH, Paducah, Ky., 2d & 4th Thurs., 2:30 p. m., K. C. hall.  
Mrs. Eugenia Lewis, 1008 Trimble st. ....P  
Mrs. Mamie Wesson, 705 S. 13th st. ....S

244—PERU, Peru, Ind., 2d & 4th Thurs., 2:30 p. m., Red Men's hall.  
Mrs. Rosa Ray. ....P  
Mrs. Mae Patton, 406 W. 3d..S

245—FRANKLIN, Weehawken, N. J., 1st & 3d Wed., 2 p. m., Masonic Temple.  
Mrs. E. E. Emmett, 34 Fulton..P  
Mrs. F. A. Marshall, 217 5th..S

246—RUBY, Chanute, Kan., 2d & 4th Fri., 2:30 p. m., A. O. U. W. hall.  
Mrs. Ida Lee, 403 W. 3d st..P  
Mrs. Henrietta Snyder, 416 W. 4th st. ....S

247—FERN LEAF, Jersey City, N. J., 2d & 4th Wed., p. m., Union Hall.  
Mrs. C. S. Doty, Suffern, N. Y. P  
Mrs. C. L. Boughner, box 526, Suffern, N. Y. ....S

249—QUEEN CITY OF THE PLAINS, Amarillo, Tex., 1st & 3d Tues., 2:30 p. m., K. P. hall.  
Mrs. Eli Smith, 1401 Lincoln..P  
Mrs. E. L. Taylor, 403 Lincoln.S

250—HARBOR, New London, Conn., 2d & 4th Tues., 2:30 p. m., Mohegan hall.  
Mrs. C. M. Newell, 841 Bank..P  
Mrs. W. D. Rogers, 27 Brewer.S

252—WILD ROSE, Enderlin, N. D., 1st & 3d Wed., 2 p. m., Masonic hall.  
Mrs. Lillian M. Tripp, box 175.P  
Mrs. Kate B. Power. ....S

254—AMBROISE VALLEY, Villa Grove, Ill., 1st & 3d Fri., 2 p. m., I. O. O. F. hall.  
Mrs. Sallie Cochran, box 47...P  
Mrs. Vesta Scott. ....S

255—ALEXANDRIA, Moncton, N. B., 1st Tues. eve., Orange hall.  
Mrs. W. M. Thompson. ....P  
Mrs. Jas. Maloney, box 503...S

257—PRIDE OF THE WABASH, Mt. Carmel, Ill., 1st & 3d Fri., 2 p. m., Register hall.  
Mrs. S. Rafsnider, 226 W. 7th.P  
Mrs. Maude Hodges. ....S

259—MADGE SEWELL, Teague, Tex., 1st & 3d Wed., 2:30 p. m., O. R. C. hall.  
Mrs. G. T. Galloway, box 326..P  
Mrs. J. N. White, box 122....S

260—AMERICAN ROSE, Brookfield, Mo., 1st & 3d Tues., 2:30 p. m., O. R. C. hall.  
Mrs. Louise Ewing, 518 Macon st. ....P  
Mrs. Agnes Madden, 822 Brookfield st. ....S

261—MISSABE, Proctor, Minn., 1st & 3d Mon., 2 p. m., Village hall.  
Mrs. Flora Barncard. ....P  
Mrs. Helen St. Cyr, box 174...S

262—SWASTIKA, Portsmouth, O., 1st & 2d Wed., Clay & Robinson sts.  
Mrs. H. E. Reed, 329 E. 9th..P  
Mrs. L. C. Payne, 440 E. 12th.S

264—MOUNTAIN LAUREL, Fitchburg, Mass., 2d & 4th Wed., Knights of Honor hall.  
Mrs. L. M. Rawles, 56 Mt. Vernon st. ....P  
Mrs. Spencer Pearson, 114 Laurel st. ....S

265—CRESCENT, Hillyard, Wash., 1st & 3d Tues., 2 p. m., I. O. O. F. hall.  
Mrs. Eliza Steadman. ....P  
Mrs. Maude N. Wellman, box 227. ....S

266—PRIDE OF 471, Pittsburg, Pa., 2d & 4th Wed., Webers hall, cor. 27th & Sarah sts.  
Mrs. W. Q. Furick, 2114 Larkins ave. ....P  
Mrs. E. L. Corbin, 2127 Sarah..S

267—ECHO MOUNTAIN, Los Angeles, Cal., 1st Mon. afternoon & 4th Mon. night, Mammoth hall.  
Mrs. J. E. Hartell, 1029 W. 7th st. ....P  
Mrs. E. P. Jones, 2068 W. 30th st. ....S

300—EL CAPITAN, San Francisco, Cal., 1st & 3d Wed., 2 p. m., Red Men's hall.  
Mrs. Addie Gable, 313 Church.P  
Mrs. Florence Edwards, 820 54th st. ....S

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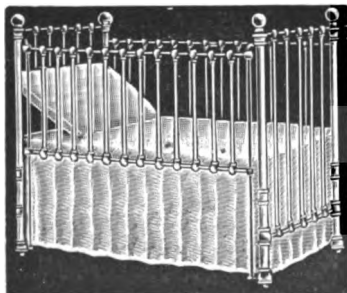
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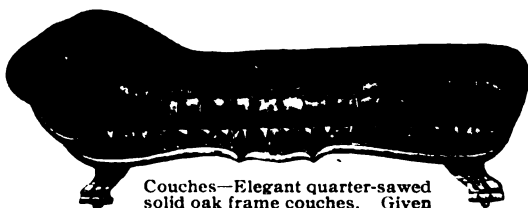
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## Address of Brother A. B. Garretson

At a Banquet of the National Civic Federation in New York City, Tuesday Evening,  
December 15, 1908.

I wonder how many of you ever thought of whether or not membership in a labor organization unfits a man for the duties of citizenship. Men who have for years been connected with the labor movement were used to assertions of that kind being made in days gone by, but they are not often reasserted in these later times.

I noticed a statement some time since made before a government commission by a man who occupied a commanding place in the commercial world in the region where his residence and interests were held, which said: "Labor organizations are today the greatest menace to the government that exists inside or outside the pale of our national domain and their influence for disruption and disorganization of society is far more dangerous than would be the hostile array on our borders of the armies of the entire world combined." I believe that the average citizen would find that a rather difficult statement to subscribe to, especially after attending a conference of the Civic Federation and the events that follow it. The representatives of other interests are surely equally as guilty under a law based on such premises as is the average walking delegate under the Sherman Act for combining.

When you consider as to the truth or falsity of a statement of this character it is rather a good plan to make comparisons of that which has been and that which is. It has been written that the only way to judge the present and the future is by the

past, and it would be worth a man's careful study to know what tendencies have developed from organization among the individuals of the working class in days gone by. If you go back far enough you find out that the very essence of effort on the part of those men who endeavored to subvert the liberties of the body of the people lay in the hindering of the members of the community from coming into contact with each other whereby they could exchange mutual opinions or agree upon any combined action, because it was asserted on their behalf that such association and interchange of ideas stimulated self-respect and self-consciousness and that the results thereof would be inimical to the interests of those who had in view retaining within their own hands the agencies of government. Therefore, associations of the people were forbidden, banquets of trades and crafts proscribed, gatherings which were not attended by representatives of the tyrants, in themselves, constituted as serious an offense as two men agreeing what is to be the fare from here to Washington, which has been referred to by a former speaker, because, if not immoral, they were at least illegal if the interpretation placed upon the Sherman Act is correct. I don't believe it is. I am not posing as an unconvicted criminal.

Take the period of the domination of the Roman kings and you find that the collegia, supposed to have been combinations of tradesmen, were suppressed because they offered a means of intercommunication

among the people and, true to the precepts of the tyrant, Tarquin thus dealt with them, depriving the common people of any opportunity to conspire against his rule. Under Augustus, he who truly set aside the Roman republic and established the domination of the emperors, who did more to subvert the liberties of the Roman people than all who preceded or followed him, the edict went forth from Mæcenas, favorite minister of the emperor, that no oathbound organization should be allowed to exist wherever the Roman eagles marched. Under Charlemagne, who stood as one of the earliest representatives of universal dominion, membership in an oathbound organization was punishable by death, and during his reign more than 300 men were executed therefor, but instances multiply wherein men whose avowed object was to gather into their own control all the elements of power, studied to deprive men of the common class of the opportunity for an interchange of ideas which it was believed would lead to a community of purpose that would displace the wielder of despotic power and set up, instead, a government that should be, in greater or lesser degree, by, of and for the people. Therefore, it is by a man with an ulterior object in view, governmental, social or commercial, that the associations of working men are viewed with condemnation, and, by the law of opposites, if men who are actuated by improper motives, are so bitterly opposed to the existence of combinations among those, who, for one of the reasons named, they desire to exploit, this would stand as a reasonable proof that such associations do bring about results that are desirable to the great body, not only of those who toil but to those who direct their labor.

If you come down into the period of the Middle Ages, the time when might was nearer right than possibly at any other time in the history of the world of which we have an accurate record; when learning was eclipsed and the spirit of equality at its lowest ebb, what do we find? Where was the spirit of liberty maintained? Through the whole Frankish-Germanic region there sprang up the "Fehm Gericht," or Fehmic courts, which, for scores of years remained the only barrier to the

rapacity of the robber barons and kept alive during the darkness of that period the principle that the humble man was heir to a portion at least of the fruits of toil and had at least the right to live and love.

In every country that is lauded today for its maintenance of the rights of man, the association of the humbler sort was either tolerated or encouraged. Every land that cradled the early races that are today dominated as the Anglo-Saxon, recognized in their system of polity the gatherings of the people for the purpose of expressing their will in regard to their own local self-government. The Folkmote of the early Saxon is a fair example of what contributed to the after developments of the characteristics that wrenched Magna Charta from the unwilling Norman king, and the continuation and development of that spirit is what has made the lion of St. George and the stars and stripes emblems of power and freedom wherever they are thrown to the breeze.

Many men have said that the guild was only the precursor of the union, but of this there is no real evidence, although the spirit that created the guild is the same that underlies and accounts for the existence of not only the trades union but of the democratic form of government. I suppose that few men have had more intimate knowledge of the men that compose labor unions than myself, and if I wanted to find men who were ready to sacrifice every interest for the upholding of the flag I would not go into other channels. The thing that makes the man the best citizen is the teaching of the average labor union of the present day.

How many men are there who do not wear upon their breast the emblem of a labor union, who ever have taken the trouble to determine what the actual teachings of a labor union are. The labor union takes a man when he is embarking on the sea of life, at a time when his views are unformed, when he is untrained, inefficient as a citizen, as well as a tradesman, whose whole energies heretofore have been concentrated on gaining a knowledge of the craft which he has chosen to pursue, which will render him fit to enter into the race for maintenance for himself and the family that he possesses or hopes to possess. In



THE HOUSE OF COMMONS  
 IN SESSION, 1890  
 (The House of Commons is the lower house of the British Parliament.)

connection with the development of his craftsmanship it is made apparent to him that his best interests would be served by associating himself with others likewise engaged. When he wakes to the fact that membership in a union representing that craft is a thing to be desired, and when such membership is perfected, what does he therein learn? By contact with his fellows he becomes cognizant of those things which he comes to believe are his inherent right. Dwelling upon these questions widens his mind until ideas before non-existent come to him. He advances them among his fellows and, in an effort to defend them and to impress them upon his associates, his horizon is widened and his power to gain a hearing added to. He is taught that that which is to be done should be done by himself and that all responsibility should not be placed upon others. He likewise absorbs the knowledge that rights alone cannot be acquired but with them go duties and responsibilities. He schools himself, and his associates unconsciously with him, in the principles of government applied at first to the union, but he just as unconsciously applies his methods of thought and training to the duties of citizenship with which he is confronted outside of his union connections, and before it is realized he has been transformed from the unthinking, unlettered, unknowing unit into the thinking, reasoning citizen. It is true that in a majority of instances this evolution has weakened his party affiliations. He has shaken himself loose from the shackles of party domination, asks neither employer nor associates how he shall vote, but makes up his mind for himself, and when it is made, votes accordingly.

No other agency abroad in the land today exercises so potent an influence in the creation of good citizenship as these organizations, for the simple reason that our methods are upright and the number of men affected is greater than reached through any other channel. Strip the mind of prejudice and judge of this question as you would other matters of like import and see what conclusions would be reached.

Contrast the status of union labor with its status at the beginning of the period

which memory spans. Then membership in a labor union was a reproach. The unionist of that period stood in a similar estimation in the community in which he lived to that in which the suspected criminal does in the present day. He was believed to be one who advocated subversion of the principles of good government. The community regarded him with suspicion; the law, with condemnation; the courts, with an eye to punishment; and his employers with a certainty of dismissal. Today he has won his way regardless of the handicap then existing, until, in his community, he has the support and the sympathy of a large majority of those around him. From the law he has full recognition; from the courts, the right to be heard; from his employers, the respect that always comes to him who contends manfully for that which is reasonably conceded to be his right, and this has been brought to him, not from an outside influence or force, but by the effort of himself and his associates alone. These are all questions worthy the investigation of everyone who has an interest in the Civic Federation.

I am a believer in the Federation because I believe that its influence militates for good to the country at large. I believe that, regardless of membership in a labor union, I have as much devotion to the flag that flutters over us as has any other man whatever the position he occupies.

No man ever really knows what the flag means to him until he has passed from under its protection. Let him live and labor abroad and then he learns something of what the stars and stripes are emblematic. There was a time in my own career when I had an able-bodied belief that I was deficient in patriotism. I don't know whether I had lost it in transit or whether it had never been transmitted, but it was one of the things that I did not have on my inventory according to my own belief, but a sojourn of a year in a foreign country, when my eyes were never able to greet its heaven-kissed colors, taught me something of what the flag meant to those who had died for its adoption or had lived maimed for its protection when imperiled. Let a man be deprived for a continued period of all those things which the banner represents, let him

realize by contrast that which is guaranteed to the man who dwells beneath its divine folds, then is when he knows the sensation which brings the unbidden tear to the eye and denies the ability to speak and then he will feel, as others have felt upon the re-

turn to the land beneath it, that he could kneel and kiss the ground upon which its shadow falls, and instead of that feeling being lessened by years of membership and training in a labor union, I believe that it is intensified thereby.

## Reminiscences of Abraham Lincoln

WRITTEN FOR THE CONDUCTOR BY GEO. P. FLOYD.

Abraham Lincoln was not a type—he stands alone—no ancestors, no fellows, and no successors. He had the advantage of living in a new country of social equality, of personal freedom, of seeing in the horizon of his future the perpetual star of hope. He always preserved his individuality and his self-respect. Mr. Lincoln was a many-sided man, acquainted with smiles and tears, complex in brain, single in heart, direct as light; and his words, candid as mirrors, gave the perfect image of his thought. No man had keener wit or kinder humor. If you wish to know the difference between an orator and an elocutionist, between what is said and what is felt, between what the heart and brain can do together, and what the brain can do alone, just read Lincoln's wondrous words at Gettysburg, and then read the speech of the great orator, Edward Everett. The oration of Lincoln will never be forgotten. It will live until languages are dead and lips are dust. Nothing discloses real character like the use of power. If you wish to know what a man really is, give him power. That is the supreme test. It is the glory of Lincoln that having almost absolute power, he never abused it except upon the side of mercy.

Few men have had the opportunity to render services so important and beneficial to the country and humanity as Abraham Lincoln. But we question whether his career as President and Emancipator through the trying scenes of the great civil war, or even the tragic and touching incidents of his untimely death, would have excited and kept alive the affectionate and ever increasing interest in his character if that character had not been marked by

traits, some of them quaint, original and homely, that appealed to the common heart of mankind and revealed that touch of nature that makes the world kin. It has been truthfully said of him that he was a man whose heart lay close to the great popular heart and felt its beatings. He never for a moment lost the faculty of reading the mind of those whom he called the "plain people." In truth he was by birth, education, experience and sympathy, one of the plain people himself, and the traits that make him so uniquely interesting were simply the outgrowths of a mind original and vigorous, and a kindly heart developed by and taking shape from the modes of thought, the habits and manner of life of the people amid whom he had been brought up and lived. Had he been born in England or Massachusetts and educated in conventional fashion at Oxford or Harvard he would doubtless have been a man of mark and power, but he would not have been the Abraham Lincoln whom the people knew and loved.

To write recollections of Abraham Lincoln is a pleasant task. The greatest man, in some respects, that ever lived, and in all respects the most lovable. It was an honor to know him, and more than honor to be approved by him.

The first time I met Mr. Lincoln was at Springfield, Ill., February 7, 1856. I had leased the Quincy House at Quincy. The property was owned by a widow lady residing at Springfield. I had a letter of introduction to Mr. Lincoln from Mr. Orvil H. Browning, who was afterwards secretary of the interior under Mr. Lincoln. I employed Mr. Lincoln to execute the lease of the hotel. Mr. Lincoln's office was in a

small room in the second story of an old frame house on Sangamon street. The furniture consisted of two small desks, a small table, a few old chairs, and a long wooden bench. Books and papers were scattered about promiscuously. The office was in anything but a tidy condition. Pictures of George Washington, Andrew Jackson and Henry Clay were hanging on the walls. My first impression of Mr. Lincoln was anything but favorable. His face seemed to tell the story of his life—a life of sorrow and struggle, of deep-seated sadness and ceaseless endeavor. It was not difficult for an average mind to interpret the rugged energy stamped on that uncommonly plebian face, with its crag-like brows and bones, or to read there the deep melancholy that overshadowed every feature of it.

At that time Mr. Lincoln wore a long, old-fashioned frock coat, a tall "plug hat," and his breeches hardly reached to his ankles. He wore blue socks, an old-fashioned side-board dicky, and what in those days was called a "stock." He was made up of head, hands, feet and length, yet it required but a very few words with him to dispel any unfavorable impression of him that might have been formed. His kind, gentle voice and manner would draw anyone to him. If we may believe tradition, Lincoln came from a stock which proves the hereditary source of his chief characteristics. His humor, his melancholy, his strange, mingling of energy and indolence, his generosity, his unconventional character, his frugality, his tenderness, his courage, all must be traceable to his ancestry as well as to the strange society which molded the boy and nerved the man to face without fear every danger that beset his path.

While in the office transacting my business with Mr. Lincoln, Mr. Herndon, his partner, and Mr. Leonard Swett, for years his close friend, were present. I remained in conversation with them for some little time. Their conversation was on politics and very interesting.

That evening Mr. Lincoln and a party of his friends met at the city hotel. The party was composed of Messrs. Herndon, Swett, Baker, and Stephen Logan, who at one

time was a partner of Mr. Lincoln. Logan was a small man with a weazened face, an immense head of uncombed hair, and if anything he was a more homely man than Mr. Lincoln and more careless in his dress. His voice was shrill and sharp and unpleasant, but yet when he spoke he always had interested and attentive listeners. When he addressed himself to a jury or made a speech in the legislature, people looked upon him and listened with amazement. The party were all interesting conversationalists and good story tellers.

My next meeting with Mr. Lincoln was at Quincy, Ill., in December, 1857. He visited Quincy with Mrs. Lincoln to attend the celebration of the anniversary of the landing of the Pilgrims at Plymouth, December 11, 1620. Quincy, Ill., was founded by a party of Massachusetts people and took its name from Quincy, Mass., and Adams county, from John Adams, "our second President."

For years the landing of the Pilgrims at Plymouth, on the Mayflower, was celebrated at Quincy, Ill. Among the founders of Quincy were Gov. John Wood, Orvil H. Browning, J. B. Bushnell, Archibald Williams, Sam Artus, B. Comstock, Ben Prentiss and others of the old pioneers who took great interest in the affair.

At that time the writer was proprietor of the Quincy Hotel where the banquet was given. Although Mr. Lincoln was a guest at the home of Hon. O. H. Browning, he spent most of his time at the hotel with his old friends. There was a great array of talent at that meeting. They consisted, in part, of Mr. Lincoln, Hon. O. H. Browning, Lyman Trumbull, for years United States senator, Jas. A. McDougall, at that time attorney-general of Illinois, Edward H. Baker, O. B. Ficklin, James Shields, Gov. John Wood, and a number of that clan—all good story tellers.

The reading room of the hotel, where they were congregated, was kept in a roar during the afternoon by the quaint and amusing stories told by the crowd of learned men. Mr. Lincoln was always ready to keep up his side of the game in that line. He was dressed up in his best for the occasion. No one who saw him on

that occasion can forget his personal appearance—tall, angular, and very awkward. He was dressed with short-waisted, swallow-tail coat, with brass buttons, a short buff vest, thin pantaloons, scarcely coming down to his ankles, a plug hat, and a pair of brogans, with blue woolen socks. Yet, with all his homely, ungainly appearance, he was the center of attraction, not so much for his wit and funny stories, but for his solid good sense. He never pressed his stories on unwilling ears, nor endeavored to absorb all attention to himself. He enjoyed a good story from another as much as any person.

There were a number of good story tellers in that group that had assembled to celebrate the anniversary of the landing of the Pilgrims. In Mr. Lincoln's remarks at the banquet at the hotel he alluded to the landing of the Pilgrims in a few words. He stated that he supposed that some of his progenitors were among the number who came over on the Mayflower, although he was not certain.

It is a well known fact that Mr. Lincoln seemed to know little concerning his progenitors, and he seemed to rest well content with the scantiness of his knowledge. The character and condition of his father, of whom alone upon that side of the house he had personal cognizance, did not encourage him to pry into the obscurity behind that luckless rover. Mr. Lincoln always seemed sensitive on the subject, and when he was applied to for information a brief paragraph conveyed all he knew or desired to know. Without doubt he would have been best pleased to have the world take him solely for himself with no inquiry as to whence he came—as if he had dropped upon the planet like a meteorite, as indeed many did piously hold that he came a direct gift from heaven.

My next meeting with Mr. Lincoln was at Quincy, in October, 1858, at the joint debate between Mr. Lincoln and Stephen A. Douglas for the senatorship of Illinois. It was the fifth meeting between the two giants. The first was at Ottawa, then Jonesboro, Charleston, Galesburg and Quincy, and they wound up at Alton on October 28. Thousands flocked from the surrounding country to listen to the

speeches of those two great men. While Judge Douglas was very elegant, fascinating and rhetorical, Mr. Lincoln was neither rhetorical nor brilliant, and he used very little gesticulation. At first he was rather slow and seemingly indifferent, but after a little while he got warmed up to his work and the crowd was unconsciously and irresistibly drawn by the clearness and closeness of his argument. His fairness and candor were very noticeable. He ridiculed nothing, misrepresented nothing. Instead of distorting the views held by Judge Douglas, he very modestly and courteously inquired into their soundness. He was too kind for bitterness and too great for vituperation. It has been well said of him by an excellent judge: "He loved the truth for the truth's sake." The strain on body and mind had begun to tell on Mr. Lincoln. After his speech he almost collapsed from sheer fatigue. He was taken to his rooms at the Quincy House, which I was then keeping. His illness confined him to his room until the next day.

Seven years elapsed before I again met Mr. Lincoln. From 1860 until 1864, "during the civil war," I was engaged in business in Montgomery, Ala. Although a slave-holder before and during the war, and being of northern birth, I was not imbued with the spirit of secession of the southern states from the Union. I decided to leave the Confederacy. In December, 1864, I left Montgomery and proceeded to Charleston, S. C.; from there to Nassau, via Blockade runner "Arrow," and from there to New York by steamer. As I had left a large amount of perishable property in the south, I was anxious to secure protection papers for it from the Federal officials to save it when the property was captured by the Federal army, and I proceeded to Washington for that purpose. After some five or six days' delay, I managed to obtain an interview with Mr. Lincoln. It so happened that I was the last one to be admitted to see Mr. Lincoln before the closing hour of business. When I entered his room he was sitting in his office chair with his long legs resting on his desk, and his feet were encased in old-fashioned carpet slippers. His face was a sight to behold. He looked like death. His pale, haggard

features, furrowed with wrinkles, his sunken eyes and care-worn face made me hesitate to trouble him. For a few moments he sat without moving a muscle, as though looking at something a hundred miles away. At last, looking at my card, and without changing his position, in a very kindly voice remarked: "Well, my friend, what can I do for you?" I rejoined that he looked too tired and care-worn to do anything for anybody.

"Oh, I'm all right," he replied, "what can I do for you?"

I laid my papers before him. He commenced reading them, and after reading a few lines of a letter of recommendation from General Ben Prentiss, whom I had befriended while a prisoner of war in the confederacy in 1862, he jumped up, grasped my hand and said: "Why, I have met you before, sir; I remember you well—at Springfield and Quincy, Ill." And quickly, as if the keeper of the light-house had lighted the beacon-light, the cloud lifted from his face, his eyes snapped, and his thoughts seemed to hark back to the by-gone days of 1858.

"You must come up and take tea with us tonight," said he. "I want to talk with you about matters and things in the south. Ben Prentiss tells me that you are well posted on the movements of the 'prodigal sons' and 'lost sheep' in the south."

I accepted the invitation. We were joined by Mr. Fessenden, then secretary of the treasury, Edwin M. Stanton, secretary of war, and O. H. Browning, secretary of the interior. It proved to be quite a cabinet meeting.

My mail and other contracts with the Confederate government during the war had enabled me to "peep" behind the scenes and observe some of the workings and tricks of the misguided officials who sailed the water-logged Confederate craft into rough and ragged rocks, to ship-wreck and destruction. I was enabled to give Mr. Lincoln some information of which he had never dreamed, in regard to the Confederacy, upon which he acted and check-mated some of the Confederate movements.

I received protection papers from Mr. Lincoln for my property in and around Montgomery, Ala., and was appointed gov-

ernment agent at Montgomery to take charge of all cotton that should fall into the hands of the Federal army when Montgomery was captured. At that time there were 128,000 bales of cotton in eight warehouses in Montgomery, and 23,000 bales of that cotton was claimed by the Confederate government. The balance, 105,000 bales, belonged to different persons, and 1,500 bales belonged to the writer.

Cotton was selling, at that time, for eighty cents a pound. The 23,000 bales of Confederate cotton would have sold for \$9,200,000; the balance, 105,000 bales, 52,500,000 pounds, would have sold for \$42,000,000. We formulated a plan to save all the cotton in Montgomery when the city was captured. But by the obstinate and malicious actions of the Confederate commander at Montgomery, the 128,000 bales of cotton, worth \$51,200,000 in good money, was burned. It went up in smoke without a cent of insurance, doing no one a particle of good, and many persons having their "all" invested in that cotton, were reduced to abject poverty by that cruel, uncalled for, wanton act.

During the war Mr. Lincoln was in favor of drawing all the cotton out of the Confederacy. Cotton was the only commodity that the confederates had that was worth a dollar.

At the confab I had with Mr. Lincoln and others at the White House on the night of February 10, 1865, the cotton then in the Confederacy was considered. Mr. Lincoln said: "If we could draw all the cotton out of the Confederacy they would collapse at once. They would be like old Bill Sykes' 'yallar dog.'"

Old Bill had a yallar dog—a worthless cur. His stronghold was to run out from under the house and bark at passersby, and scare horses and children. The boys in the neighborhood decided to have some fun with the useless canine. They procured a small stick of giant powder, inserted a cap and fuse in it, and wrapped it up in raw beef. They laid the little joker on the sidewalk, lighted the fuse, climbed upon the fence and whistled. Out comes the dog with his usual "bow-wow." He scented the meat and bolted the bundle. In a few seconds there was a terrible explosion. Dog

meat was flying in all directions. Out comes old Sykes from the house, bare-headed. "What in hell's up," yelled old Bill.

"Why, the dog," cried the boys on the fence.

While old Bill was gazing around in wonderment, something dropped at his feet. He picked it up and found it was his dog's tail.

"Well, I'll be d—d," exclaimed old Bill, "if I think old Tige'll amount to much after this—as a dog."

"And so it would be with the Confederacy," said Mr. Lincoln. "Take all the cotton away from them and they wouldn't be worth 'shucks.' The fat would be fried out of them."

Mr. Lincoln's wife was Miss Mary Todd, of Kentucky. Her brother, Thomas Todd, lived in Alabama during the war. In April, 1865, while I was in Montgomery, I received a personal letter from Mr. Lincoln, requesting me to attend to a little matter of business concerning Mrs. Lincoln and her brother, which I did. That letter was dated at the White House, Washington, April 10, 1865, four days before Mr. Lincoln was assassinated.

Few subjects have been debated and less understood than the Emancipation Proclamation, issued by Mr. Lincoln in 1863. No doubt that Proclamation was what, to a great extent, made Mr. Lincoln immortal. Mr. Lincoln's conception of slavery has been misconstrued by many. There are many who believe that the Emancipation Proclamation was issued solely to free the slaves, and that only. It is absurd. Mr. Lincoln issued the Proclamation to save the Union, and that alone. His own utterances from 1858 to 1865 prove that to be a fact. It was not until slavery or the Union must be sacrificed that he became emancipator of the negro race of America. There are very strong reasons for saying that Mr. Lincoln himself doubted his right to emancipate under the war power, and he doubtless meant what he said when he compared an executive order to that effect to the "Popes Bull" against the comet. In discussing the case he used to liken it to that of the boy, who, when asked how many legs his calf would have if he called

the tail a leg, replied, five. To which the response was made that calling the calf's tail a leg didn't make it a leg.

In his speech at Quincy, Ill., in October, 1858, Mr. Lincoln said: "I will say that I am not nor ever have been in favor of bringing about in any way the social or political equality of the white and black races. I am not nor never have been in favor of making voters or jurors of negroes, nor qualifying them to hold office, nor of inter-marriage with white people. And I will say in addition to this that there is a physical difference between the white and black races which I believe will forever forbid the two races living together on terms of social and political equality. Inasmuch as they cannot so live while they do remain together, there must be a position of superior and inferior, and I, as much as any other man, am in favor of having the superior position assigned to the white race."

Mr. Lincoln always kept the cause of the Union to the front.

The north was not fighting to liberate the slaves, nor the south to preserve slavery. The people of the slave states plunged into a bloody war to build a southern empire of their own, and the people of the north fought to preserve the government of the fathers in all the land the fathers left us. In that awful conflict slavery went to pieces.

On August 22, 1862, just one month after Mr. Lincoln had first opened the subject of emancipation to his cabinet, he wrote Horace Greeley a letter in which he said:

"If there be those who would not save the Union unless they could at the same time save slavery, I do not agree with them. If there be those who would not save the Union unless they could at the same time destroy slavery, I do not agree with them. My paramount object in this struggle is to save the Union, and not either to save or destroy slavery. If I could save the Union by freeing all the slaves I would do it. If I could save the Union without freeing the slaves I would do it. If I could save the Union by freeing some of the slaves and leaving others alone

I would also do that. What I do about slavery and the colored race, I do because I believe it helps to save the Union; and what I forbear, I forbear because I do not believe it would help to save the Union. I shall do less whenever I shall believe what I am doing hurts the cause, and I shall do more whenever I shall believe doing more will help the cause. I shall try to correct errors, and I shall adopt new views as fast as they shall appear to be true views.

"We think this is plain English language and the sentiments cannot be misconstrued."

Emancipation was forced upon Mr. Lincoln as a military necessity. It was thrust at him from various quarters.

The effect of the Emancipation Proclamation on the slaves in the south was not such as was predicted by many sanguine advocates of emancipation who had risked the confident prophecy that it would be fol-

lowed by a simultaneous exodus of negroes from the south, and such an exodus as would close the war; that the plow would stand still in the furrow; that the ripened grain would remain unharvested, the cows would not be milked, and the dinners would not be cooked. That bubble was never pricked.

The Emancipation Proclamation was not authorized by the Constitution or by international laws. Nobody was more quick to perceive or more frank to admit the legal weakness and insufficiency of the Emancipation Proclamation than Mr. Lincoln. And it was with candor, which did him honor, that he made no pretense of concealing its manifold infirmities either from his own eyes or from the eyes of the people.

The Emancipation Proclamation did not draw its breath in the serene atmosphere of law. It was born in the smoke of battle, and its swaddling bands were rolled in blood.

## Two Forms of Liberty.

BY JOSE GROS.

"In the life beyond, the laws of association may not always be as they are on earth. There similitude must conjoin as dissimilitude must separate. It is thus that the mistakes on earth shall cease to be in the life beyond. The quality of our spiritual life here below shall determine our associations in life eternal."—T. S. Arthur.

Those pretty thoughts were written some years ago. We came across them recently. They express a great deal that we had felt for years, but had never been able to formulate, or heard anybody to express in forms so vivid. From such thoughts we can see that even our life terrestrial is conditioned to the quality of the spiritual perceptions we may be able to grasp and carry into the realm of action.

Take now the clumsy ideals we convey to each other with words like chance, luck, fate, destiny, or with the conception that our imperfect humanity was generated to be imperfect forever, that all we can do is to be forever improving and remain forever

imperfect, that even if we tried to establish normal social surroundings, even then many of us would prefer to remain abnormal, crooked, vicious, criminal; hence we should do our best to stick to some vicious, crooked social organization. There we have the philosophy of the wise men of all periods, the wisdom of conservatism, of foolish radicalism, of empirical reform movements, bent upon declining the domination of any sensible and fundamentally honest social reform as something impracticable or about impossible. That only is practicable, our wise men say, which leaves plenty of evil on the throne of law, because the complete purification of that throne, because the suppression of all legalized wrongs, would not stop the perpetual evolution of wrong men. Is it possible that a God of righteousness has been able and willing to create such a disgraceful kind of men? The writer, for one, says: Nay.

Fate, luck, chance, destiny, or any other such conceptions—do you know what they

mean? They mean: "Events produced by the clash between the fixity and beautiful order of all divine law on one side, and the non-fixity and fantastic, selfish disorder of human laws on the other side."

Every natural and divine decree works for the eternal unity and beauty of altruism, for joy everywhere in all conceivable forms and manifestations, material and spiritual, in the order of matter as well as in that of consciousness.

The ensemble and combination of human laws has thus far worked for the evolution of selfishness in all essentials, for the disorder of egotism in all finalities, for the vain triumphs and success of some men over other men.

The whole human development rests on two kinds of freedom, on two forms of liberty. Thus far humanity has only had the liberty of legalized injustice. We can have, as soon as we like, the liberty of legalized equity. The former kind can only have the evolution of crooked men, crooked at the bottom of the social caldron, through poverty, or at the top through wealth, or between those two extremes, because they both mean a Godless human evolution. The liberty of legalized equity—what can that be? "A few human laws, the fewer the better, reflecting the simple altruism of all natural and divine processes and commands, granting to all men the power and full opportunity to grow and live and develop under the natural fair play and joyful ramifications we find everywhere in the universe outside of men grouped in communities and nations, under the dominion of monopolistic adjustments as we wish to have."

Let us remember that nowhere has any important group of men ever tried to live, for any length of time, without foolish restrictions, obstacles, or petty devices, ingrained in law or conventionalities, more or less interfering with sanitation and equity. That alone disturbs the whole physical and spiritual economy of men, body, mind and soul. That alone demolishes the fatalistic assertion of all races, savage or civilized, about men having to live under the curse of imperfect development by God's fiat.

The very logic of conscious life, with duties and responsibilities, implies the need

of self-development, and hence the power of growth from the imperfect into the perfect, always provided that by the perfect we simply mean "the power to be sensible, and so the easy job of obedience to God's simple laws of joy." We still prefer obedience to our miserable and complex laws of sorrow and sin.

It stands to reason that the inexorable value of each soul must rest on its willingness and efforts to live in accord with the divine plan of a full life of joy to all who may not repudiate that plan. It also stands to reason that the divine plan in question requires a normal environment for all. Hence the need of every soul to intelligently do its best so as to contribute its full share to the rapid establishment of that normal environment for all. Outside of that process, naturally enough, all our efforts for the positive full life of self or anybody else; all such efforts shall be lame; evanescent to a high degree, and shall only touch some of the petty incidents of the life of a few souls, not enough to interfere with the full sweep in the continuation of the kingdom of darkness all over the earth. Then, even the evolution of the kingdom of light and truth is entitled to a logic of its own, due to men, due to God.

Now, suppose that some people refuse to abide by the kingdom of joy, light and truth, after it has been established, as so many of our chicken-hearted good, fine men insist upon asserting it shall be the case, well, such people would be sent to colonies in the wilderness, there to destroy themselves in their beloved kingdom of the infernal regions. That would not need to happen, of course, because men have not been made quite as bad as that. Then, we know that even in the spiritual order the quality of the environment determines that of all the individualities living there.

We know, of course, that the wisdom of our conservative, fatalistic or optimistic friends, has no faith in any self-evident conceptions, no faith in the practicability of divine laws. We also know that while the kingdom of light can be established any day we like, it may never come. Not even that shall in the least impair the beauty and simplicity of all divine laws. That would only condemn the folly of human wisdom incorporated in law.

# The Shadow on the Mill

BY MADELINE HUGHES MENAUGH.

(Continued from January)

## PART IX.

### SUNRISE AT THE FOREST SHRINE.

The legend says: "Some morn in May  
The shade will leave the mill for aye!"

The month of May had come to old Hanover; May whispering and smiling and laughing all over the land.

In Spielhaupt her witchery was visible in very great abundance; the wind was so balmy, the trees so thickly clad, and the shadows so evasive, that the very birds seemed merrier than ever!

They were signing in a great outburst one royally beautiful morning, when Helena and Christina, clad in white, came out to greet the Fraulein.

"She seems to be rejoicing!" Helena said.

"She must know that today concerns Gilda. It reminds me of that August day three years ago, almost, when we decorated the church for the marriage of Gilda and Casper. Ah, me! Christina, how time goes by!"

And Helena sighed.

"Somehow, I, too, think the mountain must be rejoicing—Gilda always loved it so very dearly; and she never seemed to grow tired of climbing it. Yes, the Fraulein knows Gilda is to be happy today."

"Ah, I doubt whether Gilda ever will be happy again," Helena answered thoughtfully.

"She may find more seclusion and peace of mind in the convent, but as for happiness"—and the speaker shook her head.

"There is a secret in Gilda's life—some grief that is gnawing at her heart."

"As for that, could it not be explained by what befell her on her wedding night?" Christina suggested.

"You know, Helena, that her wedded life was interrupted almost at the moment of its beginning. She and Casper had high plans for their life together, and what happened to them but a misfortune, and he has been a burden to her ever since. She was kind to him and did everything to prolong his life, but he was like a stone or a stick around the house."

"She repeatedly urged the superior at the convent to receive her as a novice," Helena answered. "But she could not do so without the consent of the husband, and Casper, being idiotic, was incapable of giving any views on the subject, so Gilda could not enter the convent until he died."

"You were there when he died, Helena?"

"I was. It is just four months ago."

"I never saw any one die." Christina spoke almost regretfully.

"Then do not deplore your ignorance. It was terrible to see Casper die. I came into the room with Gretchen, for Gilda was screaming and making a great outcry. Casper had told her something, for he was right in his mind for a few minutes before he passed away, and she was tearing her hair and beating her bosom and crying out: 'O, my love, my love! Killed while you were coming after me. Oh, God, let me die! let me die!'"

"It sounds so strange, Helena."

"She frightened me, Christina. But I love her, and I am going to pray for her happiness today as she makes her first vows in the convent. She is very sweet and lovable."

"She is beautiful, too; how lovely she will appear in the religious dress. But her glory of golden hair will be sacrificed forever."

"What matters it if the mind is at rest?"

Just then the sound of distant cheering came to them.

"It is the welcome to the new Duke of Verleinstern," Helena observed. "The villagers must have caught sight of him. It is very romantic to think of our new Grand Duke being about thirty years old and handsome, with a military reputation."

"He won high honors in the war between Denmark and Sweden, and he comes to succeed his father as ruler of Verleinstern-Sigmaringen. We will see him for the first time in Spielhaupt today, as he passes through on his way to the Convent of the Forest Shrines. It was sad that he did not see his father before he died, Helena, was

it not? The father was three days in the tomb ere the son reached Hanover."

"Yes, and it is said he was watching anxiously for the Prince's return, knowing that a treaty had been signed, and that the soldiers were disbanding. He used to ask the attendants to watch for the coming of his son."

More vociferous cheering and wild shouts and noise of fire arms being discharged reached their hearing.

Every house in the little village was decorated except the cottage near the mill. It had a silent, lonely air, although Christian Schmitt and his crony from the forest were standing in the doorway.

When the tumultuous cheering came near the villagers crowded out into the roadway and began sending up their portion of enthusiasm. The people from adjoining towns were marching in procession behind a carriage and mounted escort.

In the carriage sat a young man, dressed in military uniform. He was young, remarkably handsome and calm in his bearing. He bowed gravely to the cheering multitude, a pensive expression resting on his face.

Christian Schmitt, as became a loyal subject, set up a "Hoch! the Grand Duke!" that might have been heard at a great distance, and then he said to his friend, the charcoal burner: "Man, why don't you shout?" But the man had no time to shout, his eyes were wild with surprise and his tongue limp with a sudden shock.

After Schmitt had pounded him in the back, and administered a goodly amount of shaking, the suddenly stricken one said:

"Christie, it's him!"

"What? Eh, man, what's the matter with you?" Christie inquired, scenting a great revelation.

"The new Grand Duke—that's the fellow in the forester's suit that was brought to my place that night, almost three years ago," gasped out the gentleman from the charcoal district.

"He is not much changed, Christie, although he was bleeding and cut that night I could know him anywhere."

And amid a shower of "Hoch! the Grand Duke! Hoch, Rudolph," two other people recognized the dark-eyed young man.

They were Helena and Christina.

"Oh! it is the young man we met that day—the day of that sad marriage made by our Gilda!" exclaimed Helena.

The other young woman nodded wisely.

"We were on our way to church after the maiden party, and we met some horsemen. One of them, Waldemar he was called, stopped us, and asked direction to the Verleinstern Schloss. We answered, and then he asked us who was the belle of the village. You said 'Gilda is.'"

The other one, the Prince Rudolph, said right away, "Gilda—what a rare beautiful name! I must see her!"

"Well, he will see her today, because as Grand Duke, he must be present at the profession of a novice in the Convent of the White Nuns, founded by his ancestor, Otto. It has been a custom ever since the Forest Shrine Convent was built."

"Yes, and he will be doubly pleased and interested to hear the beautiful young sister called in religion, 'Rudolph.' Odd it is that Gilda asked for the name, and had her father and her aunt wait on the superior and urge that they accede to her request."

And while Rudolph, Prince of the Reuss-Anhalt lines, and Grand Duke of Verleinstern-Sigmaringen, was being driven toward the convent, Gilda was being robed by her aunt in the garments that had been made three years before for her nuptials with Casper.

Gretchen and Julius had come over in the little cart early in the morning, bringing the white, cloud-like dress, wreath and frosty veil.

When the toilet was completed and Gilda ready to proceed to the chapel, Julius was called in.

He looked upon the pearly skin, the masses of golden hair curled and coiled under the white flowers and green leaves of the wreath, the sweeping folds of the cobweb veil, the clouds and billows of transparent, mist-like white material that comprised his daughter's dress, and he was weeping again.

"Gilda, Gilda, why leave me in my old age?" he implored. "Oh, my child, but thou hast caused me tears and grief. It would have been better for me never to have seen thy face."

The sisters, who were present busying themselves with the details of the procession into the chapel and the arrangement of the articles of the religious dress that Gilda was to don, were deeply touched by Julius' sad words, and they went out of the little room.

Gilda sat in a high-backed chair, her hands clasped over a bouquet in her lap.

She lifted her great dark-blue eyes and looked pensively at her father.

"I will still be near to thee," she said. "Thou and mine aunt can come to visit me on Sabbath days. I was very little comfort or joy to thee, father, during the past three years, and I would only break thy heart if I remained at home; because for the month I lived there after Casper told me of his having killed the 'White Knight' thou know'st how I wept by day and night and grieved thee continually. While I waited and hoped for Rudolph's coming I tried to restrain my grief, but after I learned of his death, his cruel, terrible death—"

She struggled to maintain her composure, but her voice broke into convulsive sobs and tears fell on the bouquet and great glowing tears of diamonds on her finger.

"Hope was taken from me," she cried. "I want now to live away from the noisy world, with its sorrows and unrealized dreams. It is peaceful in the cloister, and my days will pass by in holiness and well doing, therefore do not lament my decision, father."

"Gilda," said Aunt Gretchen, walking up and down the room, "you are now twenty-one years of age, and it is time I told you something that deeply concerns you. Your father and I always maintained silence, but as we rode along today we agreed that we would speak and then let you decide. I am not given to believing in prophecy, but must admit that the story I am about to relate makes a strong impression on me every time I think of it."

Gilda, bending over her tear-dimmed wedding ring, faintly nodded her head, while Julius walked to one of the windows.

"I was at one time head teacher in a school for ladies in Leipsic," began Gretchen, speaking hurriedly. "There was in the school a very beautiful young lady of the name of Von Bergen—Gilda Von Ber-

gen—yes, your mother, child. She was the daughter of the last of the family, and her father was in such reduced circumstances that he found it extremely difficult to keep her in the school. I was tenderly attached to her, and although my own family fortunes had altered to such an extent that I had to teach during many years to provide for bringing up my brother, the youngest child, and, with myself, all that remained of the family, I assumed charge of Miss Von Bergen when her father died. Some years later, when Julius had learned the trade of a miller, I came to live with him, and when we obtained a lease of the Spielhaupt mill and adjacent grounds, Gilda wrote me that she would resign her place in the school where she was engaged in teaching music and come to me for a while. Well, the rest of the story is partly known to you. My charge and my brother learned to love each other, and were married. When your mother first came to the mill she displayed great emotion, and during her life she was more or less given to deploring the changed fortunes of her family. The mill property had been a bone of contention between the Von Bergens and two other powerful families.

"Just before a crown partition of the estate between those two families an encounter had occurred on the estate, and the final sword thrust was given right within the mill. A bereaved woman then and there standing over the body of her dead, gave utterance to a remarkable prophecy."

Aunt Gretchen paused, and Gilda heard in the distance great shouts, huzzas and cries of greeting to the "new Grand Duke!"

"Go on, Aunt Gretchen, the story interests me," she said, quietly.

"All that remains to be said is that the prophecy was to the effect that a Gilda of her family would one day come into possession of the whole Von Bergen estate by virtue of wedded love."

"It would be a most beautiful aftermath to tragedy and loss of property," said the white-robed woman, dreamily.

"But my child!" exclaimed Julius, turning from the window. "You are alone the one the prophecy concerns. You are the only human being on the face of the earth with Von Bergen blood in your veins.

Your mother had not even a remote cousin or kinsman."

"What I intend bringing before your mind, Gilda," cried her aunt, desperately, for faint choral music announced the formation of the procession, and the old lady knew time was precious, "is that it is your duty to remain in the world and try to perpetuate your family. You should marry again, Gilda; the best men in this part of Hanover have spoken to us about your grace and beauty."

The soft chanting voices were growing louder, and the stentorian voices of a party of English tourists shouting, "Hurrah! Long life to the Grand Duke! Three cheers for the soldier Prince!" came to Gilda's hearing. She stood up and shook out the misty folds of her dress.

"My marriage vows were spoken once and forever," she said, sweetly and impressively. "It may have been a whisper of heredity that caused my fondness for the mill and the Fraulein. Yet if I am the last of the Von Bergens and the perpetuation of the feud rests with me, I will its extinction now and evermore. I ring its death knell now."

"Three cheers for the soldier Prince!" came the cries of the English people again.

"Oh, Gilda!" cried Gretchen Meinblume. "Think, think. Decide to withdraw from the convent now and all will be well."

Gilda drew the pictured face of her husband from her bosom and kissed it again and again. "Having to resign this is the most difficult of all," she gasped. "Take it, father, place it away carefully and bring it with you when you come to visit me—good-bye for a few moments, good-bye," for the procession had reached the door, and the mistress of novices beckoned the young woman away.

"You must proceed to the old chapel and, place a wreath on the tomb of Otto, the founder of our house," said the sister in charge. "Every novice decorates his tomb ere she makes her vow." And placing a large wreath of hot-house flowers in Gilda's hand, the sweet chanting commenced again and they went on toward the chapel, the white clad, pensive Gilda walking beside the black-clad nun.

The Grand Duke had just been received

at the great entrance by the superior and the community, and had graciously accepted the bouquet and the kind words they extended him. "Welcome to the Convent of the Forest Shrine, descendant of Otto," ran their greeting.

He replied in a few, quiet, well-chosen words and went into the deserted place of worship, known as the "old chapel," to kneel in prayer at the tomb of his ancestor, Otto, the White Knight, whose beautiful spirit was supposed to still wander over his domain.

He could hear the chanting voices and the noise of the people going into the church by the public door. He was not in a devotional frame of mind; he was dispirited and sick at heart and he bowed his dark, curly head on the cold white marble with an indifferent, despondent movement.

He was to enter the church in which he had been married to Gilda almost three years before. He had to wage a battle with himself to gain his consent to coming when he had been told of the religious ceremony.

It was only to conform to precedent and custom that caused the victory over his desire to remain away.

He had been in Hanover but three days, arriving three days after his father's burial. But as he had been strong enough to live in the Black Forest Castle, which had been restored and beautified by his father, surely he might venture to go into the temple that had echoed his nuptial vow.

"How warmly I am hailed and greeted as Grand Duke," ran his thoughts as tears welled into his great dark eyes. "My loyal and loving people believe me to be the happiest man alive, yet could they read my heart, what sad words they would find written there. The lowest laborer in my Grand Duchy is happier than I am."

He was alone—it was silent and very solemn—the proud young soldier gave way to his grief.

"My father dead and Gilda lost to me forever. Waldemar, the friend and comrade of my life, gone, no one knows whither," and his tears were coming down thick and fast.

"Why did I survive the carnage of the battlefield? It was not that I guarded my life. Gladly would I have laid it down."

The head of the procession paused at the old door that led into the ancient chapel where the effigy of Otto lay stretched in marble state, and the lady in black gently pointed the young novice toward the tomb.

Gilda, with downcast eyes and light footfalls, advanced, wreath in hand.

As she neared the tomb, she became aware of another presence and she lifted her eyes.

A grand, broad-shouldered man in a military uniform, was kneeling beside the recumbent knight. His dark ringlets were resting on the cold stone and sobs were shaking his form.

She paused and knew not whether to advance or retreat—the figure! How like Rudolph; the same graceful head, the same broad shoulders. Oh, if he would but lift his face—he was so like, so very like—

“Rudolph!”

For the gentleman had grown aware of some one being near him, and had lifted his face, throwing back the clustering dark hair from his brow, and then he was on his feet and his glad cry had pierced through the darkest and most remote arches as he clasped the white veiled woman to his heart.

The members of the community and the band of village maidens that composed the procession looked on in surprise that was painful. They could not hear what the Grand Duke was saying to Gilda, or what she was whispering to him, but it was plainly evident that they had forgotten time and place in their rapture at meeting again.

“Indeed I am not a spirit. I am alive, and oh, so happy!” Gilda was saying as she trampled on the wreath, her arms around Rudolph’s neck.

“How can I convince thee that Casper did not kill me?” Rudolph was urging, as he rumbled and crushed her veil and fleecy dress in his strong arms.

“Wilt let me prove to thee that I am thy Rudolph who has wept and deplored thee for so many years?”

“But Casper was lucid in his mind when he told me how he had killed thee and thrown thy body into the mill stream,” Gilda persisted, tightening her hold on the young soldier.

“Let us not attempt now to clear away

his mistake,” Rudolph replied, as he noticed the Mistress of Novices coming toward him.

“We shall be called upon to make our story plain and clear to the people. Yes, Sister, Gilda and I met unexpectedly, and we are never going to part again while life lasts. She is my wife. Lead the way to the chapel, and from the altar I will tell the assembled people a strange story.”

It was the Grand Duke of Verleinstern-Sigmaringen that spoke. There was no disobeying his command, and the mystified and somewhat scandalized nuns took up the march again.

Aunt Gretchen and Julius occupying the seats of honor, were almost stricken dumb when, in the wake of the procession, as it filed into the middle aisle, they saw Gilda leaning on the arm of a man they recognized as the original of the picture.

“The Grand Duke,” people around them were whispering, and they leaned back and wiped their faces nervously.

“It is the son of Hugo of Sigmaringen!” exclaimed Gretchen, “that married our Gilda that night.”

“He has a first title—Verleinstern,” observed Julius. “Had we ever spoken of the late Grand Duke other than as Hugo or Sigmaringen, we might have learned of the Rudolph’s identity long ago.”

And it was so. Gilda had never heard the reigning Grand Duke spoken of by his first title during the years she had lived under his dominion.

The ceremonies usual at the first vows were not entered upon. In place, the Grand Duke ascended the altar steps and addressed the assembly:

“My people,” he began, “there will be no religious profession today, but in place will occur the blessing of the church on a marriage that occurred between Gilda and myself on the date set for her union with Casper Steinwasser, nearly three years ago.”

And while Gilda looked down or glanced proudly at him, her sweet face radiant with blushes and smiles, the Grand Duke Rudolph told the story.

“To think of our Gilda being a Princess,” Helena observed to Christina, as they went homeward. “That was a lucky journey up the Fraulein.”

"Yes, for she is a Grand Duchess now and will be rich and happy for the rest of her life. But it is like a dream all through."

Then they passed the landlord of the inn, who was telling a large group of how he had looked upon the young couple as they were going to the church, looking handsome and happy in the glory of the moonlight.

Rudolph, Gilda, the aunt and father were guests of the sisters at an improvised banquet. "Perhaps I did not make the story of our separation very clear," Rudolph was saying to the people at the table, "but I laid particular stress upon my lack of explanation and impetuous talk to my father when my absence from the garrison aroused his zeal and fatherly interest."

"It was a very clear and concise statement," replied the burgomaster. "Grand Ducal Highness, you are all the nearer and dearer to your people."

During that day of wild rejoicing the happy couple remained in the company of the sisters, for Rudolph said "it might seem a robbery of the convent for the novice to

(To be Continued)

ride away with the Grand Duke ere all the people had heard the story."

"The heaven will work," said Aunt Gretchen in her abrupt way. "By tomorrow, your Grace, the news will have reached the edge of the ocean."

But that serene day went by, and under the soft folds of twilight the Grand Duke, his wife and her two relatives entered the carriage and were driven to the Black Forest Castle.

In the same lofty room where they had supped on the sad September evening that was destined to see them torn away from each other, Rudolph and Gilda sat down again in their favorite places.

"Thou art sweeter even than thou wert the last I saw thee here," Rudolph was saying in boyish glee. "Ah, my Gilda, how little I expected such happiness when I sat here at this time last night thinking of thee."

"And I was looking out at the window of my cell, trying to commune with thy spirit, Rudolph," Gilda answered, "at dark last evening."

## Address of J. C. Morris

### State Railroad Commissioner for Ohio

At the Public Installation of Officers of Hollingsworth Division 100, Columbus, Ohio, December 20, 1908.

**Error's Note**—The complimentary reference to the rise, from brakewheel to member of the Interstate Commerce Commission, will be gratifying to our membership, as well as to Brother Clark's many friends from outside our ranks.

#### THE ADDRESS.

I assure you it is a great pleasure for me to be present on this occasion and mingle with you at this time, and to enjoy the good things so well prepared by your committee.

You are men employed in the railroad business, the business in which I spent the best days of my life, and there is no one who has greater sympathy for you and your occupation than I have, and I owe to you, the railroad men of Ohio, perhaps more than to any others, for the official position which I have held at the head of the rail-

road department of the state government, for it was due to your hearty support and the kind words spoken and written that my success in this respect came.

You are identified with a noble Order, an organization of which I have had the honor of being a member for twenty-five years. You are engaged in a great work and perform an important part of it. What would our country do without our railroads, or what would the railroads do without you? The railroads, second only to religion, have been the greatest civilizing and enlightening force in the world. They have eliminated space and brought backwoods sections in touch with the polish, culture and alertness of the cities. In conjunction with the telegraph they have daily placed the news of the world before the farmer and mechanic

in the once remote parts of the country. They have built up the great west, a region which was limitless waste when the country was born, and would still be an uninhabited track of barren prairie but for the railroads that have stretched out from the little hamlets along the seaboard and created an empire, the like of which perhaps does not exist. With a population of well nigh ninety million, the United States owes perhaps fifty million to the railroads, for without them our development would have been confined to the Atlantic coast. We would have had no way to bring grain and cattle from the west, no way to transport coal from the mines and iron ore to the furnaces, or carrying the finished product to the centers of trade. The minerals of our land would still largely be locked up in the recesses of the mountains, but for the development brought about by our railroads. They have made us a big people, a broad people, a great people, and do not forget that you, as railroad men, are entitled to a great deal of this credit. In your hands as engineers, firemen, conductors, trainmen and switchmen, is placed the care of the great army of travelers who travel on the American railroads.

America is the land of travel. Nowhere else in the world are people so constantly on the move. Whether it is business or pleasure, the search for health, the seeking of a change, or the need of rest, over eighty million men, women and children are constantly on the move. The twenty-two billion miles that were traveled on railroad trains in this country last year meant that seven hundred million passengers traveled an average of thirty miles each or nearly two hundred and seventy-five miles for every person in the United States. Speed with safety is the constant cry of the nation, and every energy of men who are connected with the service is bent to meet the demand. No matter how fine the rolling stock, how smooth the roadbed, how powerful the engines, or even how active and able the officers may be, it is the men like the conductor, the captain of the train, the engineer with his hand on the throttle, the fireman standing on the swinging deck feeding the iron horse, the brakeman on the tops of the bounding freight cars, the men who

throw switches, the train dispatchers and telegraph operators, are the ones who help to make the reputation of the road. "Asleep at the switch" would not have been written if the employes of the railroads, at the poet's time, had been what they are today.

Along the steel tramways of this country is carried the entire commerce of the nation. The railroad business thus ramifies and touches every condition of our national life, social, industrial, commercial and otherwise. To the intelligence, courage and self-sacrifice of the men engaged in the railroad business therefore is due a great portion of the credit for keeping the wheels of commerce moving and the upbuilding of the nation.

The yearly harvest of death upon the rail is something startling, and when these figures are read it sounds like the review of the casualties of war. There is no occupation so hazardous as railroading. If, therefore, the post of danger is the post of honor, certainly the railroad men of this country are entitled to their full share of the honor which belongs to men who devote their lives to the service of others. Recognizing this fact, both state and federal governments have endeavored by legislation to better the conditions of men engaged in your craft by the enactment of laws known as the Safety Appliance laws, requiring the equipment of rolling stock with safety appliances for the protection of life and limb.

Considering the nature of your occupations it is no more than proper that the state and nation should, by legislation, undertake to protect you in every possible manner. The Safety Appliance laws, the Liability law, the full crew laws, the hours of service laws, and all other statutes tending to safety and your protection are but proper to expect in a popular government where the power to rule resides in the people.

The railway men in this country are as intelligent and as capable of determining their own needs as any other class of people. Their representatives before Congress and the state legislatures are always actuated by fairness and their demands have always been modest. Perhaps you have not always

secured everything you asked for. The same may be said of any other class of our people. You are, however, gradually securing such legislation as will fully protect you in your employment and your rights as American citizens.

I do not wish to try your patience with dry statistical recitals, but I think it would be of interest to here recall some facts showing the immensity of the railroad business of this country. In the nation on June 30, 1906, the single track mileage of the United States was two hundred and twenty-four thousand three hundred and sixty-three miles, of which nine thousand one hundred and twenty-one miles were in Ohio. Over these rails there were in service fifty-one thousand six hundred and seventy-two locomotives, sixty-two thousand two hundred and sixty-two passenger cars, and one million eight hundred and twenty-seven thousand nine hundred and fourteen freight cars. The number of persons on the pay rolls of the railroads in the United States for the year ending June 30, 1906, was one million, five hundred and twenty-one thousand three hundred and fifty-five, which was equivalent to an average of six hundred and eighty-four employes per hundred miles of line. In the state of Ohio, for the year ending June 30, 1907, there were employed by the railroads one hundred and nine thousand and seventy-six persons. Of the total number of employes in the United States, they were divided as follows: Fifty-nine thousand eight hundred and fifty-five enginemen, sixty-two thousand six hundred and seventy-eight firemen, forty-three thousand nine hundred and thirty-six conductors, one hundred and nineteen thousand and eight-seven other trainmen. There were forty-nine thousand six hundred and fifty-nine switch tenders, crossing tenders and watchmen. This is a vast army which it is almost impossible for one mind to fully comprehend.

The interests of the employes and the companies for whom they labor are in a large part common and run parallel. Whatever has a tendency to improve the conditions of the companies, likewise is bound to result beneficially to you. It is so in all occupations.

The railroad men are loyal to their employers; loyal to their interests and loyal to their duty. No class of men in this country have ever exhibited greater loyalty in these matters than have the railroad men of the United States. There should be that harmony between employers and employes as a guarantee of good faith on the part of each. Capital cannot reap benefits except through its partnership with labor, and labor cannot hope for its just reward except through its connection with capital, the two go hand in hand—the hand maidens of success. A mutual understanding and sympathy between the two is necessary to that greater success which makes for individual profit and for the common good. I believe I can see great advances towards this mutual understanding. The condition of the laboring man, particularly the railroad man, is greatly improved over what it was some years ago. As we progress in intelligence, and as we understand each other by a study of conditions affecting these matters, we will arrive at an even better agreement. The railroad companies and their employes should never misunderstand each other, and their interests should never clash, as a great duty rests upon them to keep the commerce of the nation moving. Without the co-operation between the employes and the employers the whole business of the country may be tied up or suspended. I grant you that there are times when these relations strain to the breaking point, but I believe we are approaching the time when these ruptures will be less frequent and mutuality will govern in the railroad world.

From the brakewheel to the Interstate Commerce Commission is the record of one of our members. I allude to Brother E. E. Clark, who was appointed some time ago by President Roosevelt. He has no peer on that board today. Who knows but what there are other men like Brother Clark in the railroad service, and perhaps standing before me this evening, who if given our united support, would be an honor and a credit to our organization, so let us help, aid and assist our brothers in any way possible, and stand by those who have stood by us. I thank you.

# The Story About Conductor James L. Bell

BY A COMMITTEE OF DIVISION 180.

One of the best known and most popular railroad conductors in the south is Captain James L. Bell, of the Atlanta and West Point Road in Georgia. Few travelers on this road fail to note the gentlemanly bearing, the unfailing courtesy and obligingness of the tall, fine looking man who efficiently conducts the train. There is always admiring comment when it is learned that he has held the position of conductor on this road for over forty-five years and for over fourteen years has run the New York and New Orleans Southwest Vestibule Limited between Atlanta, Ga., and Montgomery, Ala., enjoying the complete confidence and esteem of the railway management and the respect and friendship of all his fellow employes and is a true and loyal member of Division 180, of the Order of Railway Conductors.

This, of itself, is a proud distinction, but it is not all that constitutes Captain Bell's claims to the consideration of the public. He is hero of one of the greatest military feats of which history gives record. During the war between the states, Captain Bell was a soldier in the Confederate army. Born and brought up in the south, he believed it to be his duty to obey the command of his state and he served faithfully under the stars and bars. He was a brave soldier, but it was not until one day in October, 1864, that the incident which made him famous for intrepid conduct took place.

General Grant was making his last advance upon Richmond. James L. Bell was sergeant in the Seventh Georgia Regiment, commanded by Major J. F. Kiser, which

was then engaged with other commands in fighting the enemy near Fair Oaks, Virginia. Late in the day the regiment found itself separated in a measure from the other commands and holding a position behind breastworks at the edge of a field grown up in weeds.

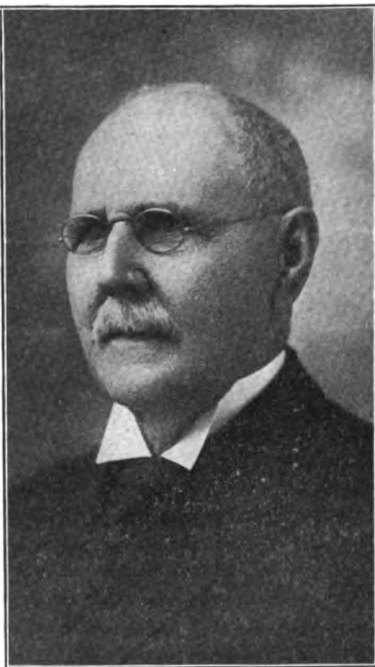
Fighting was going on all around, the roar and rattle of fire arms was incessant, but to the Seventh Georgia Regiment there had come a brief, much-needed moment of rest. After hard fighting they had succeeded in repulsing the Nineteenth Wisconsin Regiment and a portion of a regiment from New York. When the smoke of the battle had lifted from the field, not a Federal soldier was to be seen.

In the meantime they would enjoy a brief breathing spell. It was at this moment of waiting that the young sergeant concluded to reconnoitre a little on his own account. He climbed the breastworks and zigzagged across the field through the high weeds to the head of a ravine that ran across the field. Here he stopped, transfixed by the sight before him. There in the ravine among the weeds

was the entire regiment of Federals! Hundreds of men in blue and one solitary man in gray!

For an instant he stood motionless in dismay, then a daring scheme flashed into his brain, and dashing forward, he fired his musket and shouted "Surrender; lay down your arms!"

Taken wholly by surprise, bewildered by the yelling and firing, and believing that the enemy was upon them in full force, the men rose up one after another and sur-



JAMES L. BELL  
Member of 180

rendered, each laying down his arms at Sergeant Bell's command.

The Georgia soldiers, hearing the shouting and firing of their comrade ran quickly toward the spot, yelling and firing as they came, but before they reached the ravine James L. Bell had captured the regiment of over three hundred men and the colors of the Nineteenth Wisconsin Regiment, taking the colors from the hand of the color-bearer, who refused to give it up until he saw that the others had laid down their arms.

It was the most wonderful achievement in the history of warfare. For such a feat; that prince of fighters, Napoleon, would have bestowed promotion and the Cross of the Legion of Honor. The incident illustrates the fact often proved in military strategy, that a sudden impetuous movement, wholly unexpected, may paralyze a body of brave men and cause a contagious panic. Those Federal soldiers had fought gallantly all day and had not the Confederate's daring bluff surprised and overcome them, they would have met the enemy bravely when the briefly suspended hostilities had again begun. The captured men, crestfallen and chagrined, were sent to the rear and later to Richmond. Captain Bell was particularly impressed by the gallant attempt at resistance of the color-bearer of the Wisconsin Regiment, and his distress at having to give up his flag. The flag staff was tipped with a silver spearhead and had two silken tassels. Sergeant Bell took the stars and stripes and presented the staff, to the Seventh Georgia Regiment. The colors of the regiment were then attached to the staff and waved from it during the rest of the war. After the surrender at Appomattox the flag was taken to Washington City and remained there for forty years, when they, together with the colors of all the states, were, by act of Congress, returned to their respective states. The colors of the Seventh Regiment, still on the Wisconsin staff, are now in the Georgia Capitol and on the staff may be read the following legend:

"Colors of the Seventh Georgia Regiment. The Nineteenth Wisconsin Regiment, with this staff, was captured by Sergeant J. L. Bell, Company K, Seventh Georgia

Regiment, October 30th, 1864, at Fair Oaks, Virginia. The colors were detached and turned over to Brigadier General G. T. Anderson, commanding."

These colors having been recaptured along with the Confederate Cabinet at Washington, Ga., after the surrender, have been returned to the state of Wisconsin. Captain Bell often expressed a desire to learn the fate of the Wisconsin color-bearer, and finally he inserted a notice in a Wisconsin paper to the effect that if the color-bearer of the Nineteenth Wisconsin Regiment was still alive he would please confer with J. L. Bell, of Atlanta, Ga. This notice brought a letter from Philip Cheek, of Baraboo, Wisconsin, saying that John Fallen, the color-bearer, had died in 1881. He had been so highly esteemed that the Grand Army Post at Freedom, Wisconsin, was named in his honor, John Fallen Post. Mr. Cheek added: "His officers speak of John Fallen as one who could be trusted under the most trying circumstances. I have often heard him tell of the capture of his regiment by his gallant foe and that there was no getting out of it."

Sergeant Bell received the plaudits of the officers and fellow soldiers of his regiment for his daring feat with the utmost modesty. He did not seem to think he had done anything heroic, but he greatly valued the token of appreciation shown him by his commanding general and General Robert Lee in the shape of a furlough for sixty days that he might visit his old home. This furlough did not come until November when the season's hostilities were over. In it is stated that it was given for gallant conduct, James L. Bell having advanced four hundred yards in front of his command and succeeded single-handed in capturing the colors of the Nineteenth Wisconsin Regiment and causing the surrender of many officers and men. Captain Bell has preserved a part of this furlough with the signature of Robert E. Lee.

When the curtain fell on the long and bloody war, James L. Bell cherished no bitterness toward those against whom he had fought at the bidding of his state. He surrendered with General Lee, and like that great and good man, he put away from him all feelings of enmity. He came back to his

Georgia home and took up the work he had always loved. He had a great fondness for railroads and railroad men. He is a faithful worker, a genial comrade and a loyal

friend. He loves his train and "magnifies his calling." In turn he has the esteem, confidence and friendship of all who know him.

## Try It On

A Sermon Preached in Westminster Presbyterian Church, Cedar Rapids, Iowa, by the  
Rev. Ben-Ezra Stiles Ely, Jr., D. D., on December 20, 1908.

"Master, we would see a sign from thee."  
—Matt. 12:38.

"Prove me now herewith, saith the Lord of hosts."—Mal. 3:10.

You hold in your hand a piece of wood. You wish to assure yourself that the wood has the qualities of toughness, flexibility, and hardness.

You may do so in three ways.

One way is by argument. You observe that the general appearance and arrangement of fibre in this kind of wood are the same as in other kinds which are already known to be tough, flexible, and hard. You see, also, that this kind of wood is extensively used for mechanical purposes to which the qualities named are essential. From these facts you argue that therefore this wood is tough, flexible, and hard.

Another way is by testimony. You go to a skilled mechanic. You ask him what are the qualities of the wood. He tells you they are toughness, flexibility, and hardness. And you believe it on the strength of his testimony.

The third way is by experiment. You strike the wood with your own hammer, and observe that the hammer leaves no mark. You take it in your own hands, and bending it across your knee, observe that it does not break. You seize it in your fingers and try with all your strength to tear it apart and find that you cannot. And thus, by your own actual personal experiment, you convince yourself that this wood is tough, flexible, and hard.

Now all three ways are good. But of all, we most esteem the last. We like to put things to the test of personal experience. We are better satisfied. We feel that we are standing on surer ground. We can say

we know a thing to be so, because we have tried it.

But can this test of personal experiment be applied to religion? Can the truths of the gospel of Jesus Christ be made a matter of certainty by "trying them on?"

To that I answer, no, and yes.

The scribes and Pharisees came to Jesus, saying, "Master, we would see a sign from thee." It was a challenge to prove His claims by some miracle more astounding than any He had yet worked. He answered it by a rebuke and a refusal. He would not submit to any such dictation.

And suppose I were to say, "If there be a God as revealed by Christ, let Him prove it by this moment casting up a mountain in the middle of yonder plain." I am very sure God would do nothing of the kind. Or suppose some one should say, "If the religion of Jesus Christ is true, let me be convinced of it by a miraculous conversion like that of the Apostle Paul." I doubt that the challenge would be met.

And why? First, because the setting up of such a test would be wrong in principle. It would be asking God to submit to human dictation, which, if He be a God, He could not do, without un-God-ing Himself. Moreover, it would be unreasonable. Were I to say to you, "Sir, if you be a generous man, prove it by this instant presenting me with a thousand dollars;" would that be a reasonable test? No matter how generous you really might be, you would not submit to any such terms. And neither will God.

But, on the other hand, there are tests to which He will submit—practical personal experiments that He has authorized and indicated in His word. They are not of our selection and dictation. They are furnished ready to hand by Him who is to be tried by

them. He not only consents, but urges that He be tested by them. He says, "Prove me now herewith."

Let us look at some of them.

1. In the first place, we may prove by experiment whether the God of the Christian religion is the God we need or not.

The human soul instinctively reaches out after a God. It wants Him; cannot do without Him. The better we are, the more the soul desires to be assured that there is such a God, and that He stands in near relation to us. Try to hush the soul by telling her there is no God; she will not be hushed. Taunt her with the limitations of her knowledge; say to her that there is not sufficient evidence to determine whether there is a God or not; still she will cry, "O that I knew where I might find Him." Set up Gods of your own, and bid her worship them. She may enshrine them in her holy of holies; she may pour libations upon their altars; she may make incessant and painful sacrifices to them. But in some supreme hour, when she must have help, she cries aloud to them, "O Baals, hear me!"—and she gets no answer. She cuts and tears herself, and wails again; but still no answer. To her pleadings they have ears that hear not, eyes that see not. She "thirsts for God, the Living God."

Now the gospel offers One who will meet and match, answer and give satisfaction to this craving of the soul. It teaches that such a God as the soul wants has stepped down out of the heavens. It stands where the soul, in its instinctive longings, has reared an altar "to the Unknown God," and says, "whom ye ignorantly worship, Him declare I unto you." It points to Jesus Christ as the living and true God "manifested in the flesh."

But how shall we know that what the Gospel says is true? How be assured that the God manifested in Jesus is the God whom we seek?

By experiment. Ask Him not for a sign; stop not to look even at the signs He has given. Make a personal trial of Him. That is to say, come to Him; worship Him; pray to Him; enshrine Him in your heart; trust Him; obey Him; serve Him just as you would if you knew He was God. And by and by you shall find that He fills your

soul, answers all its cravings, becomes so completely "all in all" to you that you are content to fall at His feet exclaiming, "My Lord and my God!" Then you will know, out of a rich personal experience, that Jesus is all the God you need or want. And you will have proved the truth of the gospel.

2. Take a second illustration of our subject. Suppose that you desire to be made sure that the doctrines of Christianity had a divine origin.

Well, the Founder of Christianity declares that this also may be proved by experiment. And He indicates what experiment is to be made. He says, "If any man will do the will of God, he shall know whether or not this doctrine I teach is from God."

You are to act here as you would elsewhere. To illustrate: A man is groping in a dark cave. He is in doubt which passage to take that he may find his way out. He selects this one because through it there seem to struggle some feeble rays of light. He follows it just as if he knew it to be the right one. And it proves so to be by leading him out into the sunshine. And this is the experiment you may make with Christianity. Come with an honest purpose toward God and toward your own soul. Follow Christ; obey His directions so far as they seem to shed light on the way of duty; treat them as you would if fully persuaded of their divine authority, and you shall come to know, by the results arrived at in actual experience, whether they be of God. When your experiment has led you into brighter light, better life, truer manhood, purer character, and closer communion with God, you will have proved to your profound satisfaction that this religion is truly of a divine origin.

3. But look at a third instance to exemplify our theme. Take the matter of the forgiveness of sins.

The most outstanding fact in all human history is human sin. We do not need the Bible to tell us that there are such things as sin and a guilty sense of sin. We see the one in our own lives and feel the other in our own hearts. We should so see and feel had there never been a Bible.

But the Bible claims to set forth God's message of pardon for sin. It declares the

fact and the conditions of God's forgiveness of the sinner. Listen to some of its words: "Let the wicked forsake his way, and the unrighteous man his thoughts, and let him return unto the Lord, for He will have mercy upon him, and to our God, for He will abundantly pardon." "The blood of Jesus Christ, His son, cleanseth us from all sin." "Through Christ's name, whosoever believeth on Him shall receive remission of sins." "Being justified by faith, we have peace with God through our Lord Jesus Christ."

That is to say, the Bible declares that Jesus Christ has made full atonement for human sin. That the sinner, trusting and pleading that atonement, shall receive the forgiveness of his sins and enjoy a sense of peace with God.

Now is that true? Can you prove it true in your own experience so as to be satisfied of its reality? You can. Here is a plank thrown across the gulf of separation between you and your God. The gospel says that plank is long enough and strong enough to carry you across. Now make the experiment. Walk out on the plank. Accept Jesus Christ as your substitute. Let His sacrificial death—so far as your consent is concerned—be the atonement for your sin. Go to God pleading the merit of that atonement as the ground upon which God shall forgive you. And then, when, as the result of that trial, you have found that the plank is strong enough and long enough—when you have a satisfaction of conscience you have never had before—when your heart is filled with the "peace of God that passeth understanding"—when you have within you the sweet sense of your heavenly Father's reconciliation, you will know for a certainty that indeed there is forgiveness of sins.

4. Let me cite one more example. Take regeneration and sanctification, the beginning and the continuation of a work said to be wrought in the soul of the Christian.

You see a lump of yeast put into a batch of lifeless dough. You are aware that very soon the yeast will begin to "work," and keep on "working," till it has diffused its leaven through and through the dough, sending its life into every part of the batch.

So the gospel tells us that the instant a man yields in faith to Jesus Christ, God, by the operation of the Holy Spirit, implants a new principle of life in his soul—the divine principle of holiness. That implantation is regeneration. The new principle of holiness begins to work, and continues working till it pervades and influences and transforms the man's whole character and behavior. That is sanctification. The gospel speaks of regeneration and sanctification as realities. Are they real?

Well, here is an opportunity for experiment. Try it for yourself. Yield yourself to the saving power of Christ. Come to Him with the prayer, "Create in me a clean heart, O God; and renew a right spirit within me." Live on, day by day, with that prayer in your soul and on your lips. Strive, as the will and the strength may be given you, to forsake the practice of sin. And see what will be the result. You shall find that sin is little by little losing its hold upon you; that the good is becoming more and more attractive to you; that your heart is growing purer; that your behavior is becoming better; that desire is more in accord with duty, and duty changing into delight. You shall find that by a process, hidden and unconscious, you are actually being saved from all that is mean and low to all that is noble and high. And you will have proved, by a direct, thorough, personal experiment, that regeneration and sanctification are realities.

An astronomer tells me that away out yonder in the blue vault of the sky is a certain star. I go forth, and stand with him under the spangled heavens. I gaze about with this poor little eye of mine. "Why, where is it?" I say; "why, I cannot see it. Why, I do not believe there is any such star." What folly for me to talk so! When I have made a proper personal experiment; when I have sought and followed his directions about looking, and in so doing found no star, then I may talk; but not before. You, my brother, say you cannot be satisfied, cannot believe this religion that claims to reveal God in its Christ, purports to originate from God, and promises forgiveness and regeneration and sanctification as realities to be enjoyed by you. But have

you tried it? Take it as it comes to you. Treat it as true until it proves false. Give it a fair trial. Put it to the test of an honest experiment. And then see what you have to say.

Your druggist tells you that a certain salve will heal cuts and bruises. Your agent assures you that the piece of cardboard which he gives in exchange for your money will secure you transportation on the railway to the point named. Your banker promises you that the draft he hands you will be honored for the sum indicated, in New York. What sensible man pretends to deny or question these things until he has made the proper trial, and proved, by experiment, that they are false?

Then why not treat religion in this way?

It asks you to do so. There is nothing about religion that may not be tested by experience. Faith—"believing"—is taking God at His word, and putting Him to the trial which will test the truth of what He says.

Christ says, "Come unto me, and you shall find rest; you shall find life, and light, and help, and hope, and joy." I know His promises are large ones. But He says, "Try me." I might, if so disposed, present many arguments by which you should be persuaded. I might also summon an innumerable company of witnesses whose testimony should convince you. But I will only beg you to try experiment; for I know that thus, there is not a precept or a promise of my Master which will not be verified to him that makes the trial.

## A Little of Three Republics of South America

BY C. E. GRAVES.

Some of the South American republics have of late years made enormous advances. Some people have conceived the possibility of a United South America. Combinations of republics have been recognized as an impossibility by those who really know the countries and the people who inhabit them. A political alliance between Argentina, Chile and Brazil has been tried, but advanced little further than the initiatory stage, and that being abandoned, both Argentina and Chile at once commenced to increase their navies.

At a congress held at Montevideo, conducted with as much solemnity and decorum as the peace meeting between Russian and Japanese envoys, succeeded merely in showing how widely apart these republics really are. The nearest they came to an agreement or union was upon an international system of railways.

Each republic has its own system and its own gauges, which neither one of them wishes to alter. The minister of railways in Brazil was happy in the thought that some day the iron horse would career merrily through the country, and from ocean to

ocean. He was reminded that the majority of the railways were of different gauges. "Ah, yes, that is so, but," he added, "the Brazilian gauge will of course be accepted as the standard gauge." That is typical of the South American mind—concessions—and it is the other fellow who must make them.

It is said that an American millionaire offered a prize of \$5,000 for the best plan for uniting North and South America by railway. The prize remains unallotted today. Mr. Blaine, the famous secretary of state, once formulated an idea of this kind and even induced Congress to vote \$300,000 for getting out plans and estimates. Mexico endorsed the scheme, but although the United States despatched a special mission to the South American states to see what could be done, not one of them "caught on." And yet this was one of the most ordinary and feasible propositions.

Revolt seems to be the motto of South America. It is observed with much regret that for a period of fifty years there has not been one year of undisturbed peace in South America. Only an empty treasury

and the process of exhaustion seem to have any effect, and then only to occasion a temporary lull.

We have often wondered why the United States didn't do more business with South America. Many firmly believe in a bright future for South America, but much remains to be effected by these republics themselves before abiding respect and confidence of the rest of the world can be regarded as earned.

Of the original inhabitants of South America there are few traces left. Civilization and christianity have done their work, and the red man has been practically wiped out of existence. In some of the states the fine old Spanish blood can be traced in the inhabitants.

When people talk of emigrating to South America nowadays they are usually thinking of Argentina, and in the minds of ninety-nine out of a hundred, Argentina means Buenos Ayres. Argentina, of all South American republics, seems to have become the mecca of Britishers. Twenty years ago arrivals at Buenos Ayres, by sea, were rowed ashore in small boats. Today there are eight or nine miles of docks, several hundred miles of well paved streets, with a service of electric tramways equal to any to be found in the old or new world. Thirty flourishing banks, and as many as twenty-five different insurance companies are doing business running into many millions annually. Public and private buildings, for stateliness and convenience, compare with any to be found in Paris or Vienna. Argentina contains fourteen provinces and ten territories. To give anything approaching a detailed description of every province and territory would necessitate a separate letter in itself.

Attractive as Argentina's capital is from an architectural point of view, it possesses scarcely one really pleasant or thoroughly comfortable hotel. They all are badly situated.

There is a magnificent system of railways in Argentine Republic, offering opportunities for traversing long distances at moderate fares, and the utmost luxuries while en route. The people travel and travel often; they enjoy traveling, and do so devoid of rush and excitement. One

seldom sees a woman with boxes and bundles in one hand and a struggling child in the other, rushing frantically for a train that will not leave for an hour or more.

On the Argentine railways there are only two classes, first and third, and in all compartments smoking is permitted. There are no non-smoking cars, the only restriction is in the restaurant cars. As a rule the women prefer smoke. Although they do not use the weed in public, many of them are found enjoying their cigarettes in the sanctity of their boudoirs, or at the family dining table.

The railway companies do not object to their platforms at stations being utilized as pleasant promenades. Many people, with little else to do, seem to find an intense amount of amusement in attending the arrival and departure of trains. Crowds of dirty little boys make the platforms their happy hunting ground, and may be seen darting in and out between the legs of passengers and among pyramids of baggage. Vendors of newspapers not only enter the trains but accompany them some considerable distance, using the car platforms to ply their trade, proving a great nuisance to passengers entering or leaving the cars.

On the South American railways, almost without exception, the sleeping and eating accommodations are good. The sleeping cars on the Great Southern are about the best. The napery used is spotlessly clean, and the equipment beyond reproach.

There are sixteen railways in Argentina, also a number of branch lines of lesser importance. The amount of British capital already invested in railways in Argentina cannot be much less than £350,000,000.

With a total population of little over 5,000,000, the country is well supplied with railways, and all within a period of something of a quarter of a century.

The Buenos Ayres and Pacific Railway has the longest straight run in the world. The line runs over a flat and level country, has neither gradients nor tunnels, nor yet any costly embankments to face. There are 112 bridges and 355 culverts, admirable maintenance of way, also buildings, rolling stock, etc.

The Buenos Ayres Western Railroad has done much for their men. They raised the

wages all around from ten to fifteen per cent, and reduced the working day from nine to eight hours. They lend their men money to buy small lots of land and to build houses thereon without charging them a cent of interest, and the loans can be repaid by small installments. All this and more has the Western Railroad done, and yet, on the excuse that one of the employes in the shop had been dismissed unjustifiably, and at the bidding of the anarchist leader, the whole workshops' hands came out on strike and the company had to close their works. Fortunately, the company won, as the men had no money to continue the strike. It seems useless to attempt to treat the workman of Argentina as a reasonable being. He brings affliction upon himself by his own acts of stupidity.

The Great Southern Railroad gives employment to nearly 13,000. It has fine and commodious shops a few miles out from Buenos Ayres.

So large and so immediate has been the demand for additional rolling stock that the company has to order the greater portion of its supplies from Europe, although its shops are sufficiently well equipped to turn out the normal amount of rolling stock needed, so far as passenger coaches, restaurant cars and freight cars are concerned. Most of the locomotives for the Great Southern come from England.

Three motor cars are being constructed in England for the Great Southern, each car to seat forty first-class and thirty-two second-class passengers. The lengths are fifty-two feet, two and one-half inches by nine feet, six inches wide, divided into two saloons. These motor cars are in the nature of an experiment, and if proved successful more will be ordered.

The Great Southern has been a money-maker.

Brazil is the largest of the South American republics, and the third largest country in the world. The green and yellow flag of the republic bears the motto, "Progress and Order." We are sorry to say the motto is meaningless.

Almost every kind of mountain, plain and river scenery is to be found within its limits. A coast line of more than 6,000 miles in extent, washed from end to end by

the Atlantic ocean, and possessed by the world-famed Amazon, or sea river, Brazil is far from availing itself of its natural advantages.

The giving and receiving of bribes among Brazilians, especially those in the government employ, has become a terrible burden upon commercial houses. It is not a question of to whom shall be given, but how much shall be given. The Christmas box is a tax which no employer in his senses would refuse.

The hotel accommodations of Brazil are very poor. They are reminiscent of the "woolly west," the hateful cockroach, and other creeping, crawling things.

In speaking of the Amazon river, it makes me think of our school days. The Amazon is in very truth a marvelous river. It rises in Peru between the Andes and the Cordilleras, and crosses South America from west to east, a length of some 3,724 miles, of which two-thirds are in Brazilian territory. At Para, where it rushes to meet the ocean, so strong is the current that its brown color taints the ocean for a distance of 120 miles. At Para it is 158 miles from shore to shore. The river is navigable for large steamers 600 miles from its mouth, 1,500 miles for steamers of 3,000 tons, and for small steamers 3,500 miles.

Coffee and sugar are the two principal products of Brazil. There are some who will dispute Brazil's claim to growing the best coffee in the world, but the fact remains that more coffee comes from Brazil than any other part of the world.

Gold, silver, copper, coal, iron, and lead are found in Brazil. Diamonds have been known for over a hundred years, and at one time Brazilian diamonds were considered the best in the world.

Brazil has not produced many large diamonds. The biggest, called Star of the South, weighed in the rough 254.5 carats—when cut, 125.5 carats. Another famous diamond called Dresden was found. The price realized for the two stones was \$300,000, being purchased by an Indian Prince.

One of the greatest drawbacks to mining in Brazil is the immense amount of litigation which is thrust upon the companies and individuals by reason of the complex

and confusing mining laws of the country.

Railways are numerous in Brazil. From a scenic and engineering point of view the Lao Paulo Railway is a marvel of construction. In 1895 the company entered into a contract to build a double line on account of the increasing coffee crop caused by the planting of hundreds of new orchards. On the new line there are fifteen tunnels, sixteen viaducts, two bridges, sixty-seven culverts, and forty-four high stone walls. The Lao Paulo is a big line (the above is a short description of the Lao Paulo's new incline section.)

Chile is a remarkable country from many points of view. It is about 3,000 miles long by 100 miles wide, and offers a variety of climates. The most beautiful part of Chile is that of the central valley, stretching from Santiago south. One traveler remarked if he were to choose a place of residence in South America for the year round it would be Santiago-de-Chile. It is the only city which offers attractions from a climatic, scenic and social point of view. One must see the beauties of the fertile plain and the surrounding exquisite mountains to realize how singularly and uniquely attractive the place is. No city in the world can boast of more or prettier parks, gardens and resorts.

The Chilians have taken a sensible view of their great responsibilities in regard to railways, having made state enterprises of most of them. If the progress of a country can be gauged by the number and character of its railways, considering all things, Chile stands pretty high in this respect.

The State Railways at present in operation extend to nearly 1,500 miles, and they cost \$100,000,000. With 1,450 miles of private lines, which are being extended, in a short time Chile will have over 3,000 miles of railway.

The express trains on the State lines travel at a uniform speed of thirty to thirty-five miles an hour. The tracks are for the most part exceedingly well laid and admirably ballasted; also efficiently maintained. The local and suburban trains are very indifferently run, cars being the worst which exist. Over-crowding is a serious matter; passengers permitted to jeopardize their own lives and the comfort of their fellow passengers. Guards apparently

possess no functions beyond the collection of tickets. The arrangements for carrying baggage are primitive and unsatisfactory. Only a few stations bear any visible names, although the guards are instructed to call out the name of the station a minute before arrival—the practice is more honored in the breach than in the observance.

Unquestionably the art of railroading is perfectly well understood in Chile, but there seems to exist at times a careless and indifferent management.

South America is said to possess the only nitrate beds in the world, and Chile possesses the finest nitrate in South America.

Nature seems to delight in placing her most valuable gifts in dangerous places. The nitrate deposits are no exception, situated at high altitudes amid vast mountain ranges. The work is done by blasting. At every explosion hundreds of tons of stuff are thrown into the air. Huge fortunes have been made out of the nitrate deposits.

Probably one of the most beautiful ideas, beautifully carried out, and quite unique in its character, is the colossal statue of Christ, the emblem of peace between Argentina and Chile. The statue is placed upon the highest accessible pinnacle of the Andes. In March, 1904, with an escort of soldiers and sailors of the two republics, began the journey of the statue, 654 miles by rail to Mendoza, and from there in gun carriages to the high plateau, and raised upon a granite column twenty feet high.

The inaugural ceremonies on March 13, were most impressive. Over 3,000 persons gathered in that wild region, amidst the roar of cannon and the music of bands, and breaking the silence, which became almost appalling when the last sounds died away in the distance of those snow-covered mountains, came the words of Monsenor Jara, the bishop: "Not only to Argentina and Chile do we dedicate this monument, but to the world, that from this it may learn its lesson of universal peace."

On the pedestal of the statue are these words: "Sooner shall these mountains crumble to dust than Argentinians and Chilians break the peace, which, at the feet of

Christ, the Redeemer, they have sworn to maintain."

The following touching prayer was offered at the inauguration by the Archbishop of Argentina:

"Lord, when my voice is silenced, when mine eyes cannot behold Thee, and my heart, already changed into dust, disappears with the remembrance of my existence, Thine image, represented in eternal bronze, shall be a perpetual offering on the highest pinnacle of Argentina. When the white snows shall close the pass to men, permit that my spirit may keep vigil at the foot of this monument. Protect, Lord, our

country. Ever give us faith and hope. Let our first inheritance be the peace which shall bear fruit, and let its fine example be its greatest glory, so that the souls of those who have known Thee shall be able to bring forth from Thee all forms of blessing for the two Americas. Amen."

We are all familiar with the story of Robinson Crusoe. The island upon which he lived is 150 miles from the coast of Chile and belongs to that republic—it is called Juan Fernandez. It is just as beautiful as Alexander Selkirk described it.

As we read and study foreign countries, how we long to see them face to face.

## Some Labor Doctrine.

BY PROFESSOR JOHN R. COMMONS OF MADISON UNIVERSITY, IN "DULUTH LABOR WORLD."

Trades unions are not the whole of the labor movement, but they are the laborer's way of turning the labor movement to immediate advantage. Their methods, their successes, their failures, cannot be understood except as they are seen to be a part of the moral, industrial and political history of the country. Some of their methods do not find favor with moralists and political economists who study them from the abstract point of view. The problem is much like that of the older botany and zoology—with a difference. The zoologist collected his bugs and birds, named their parts, arranged them in families and genera, and praised God or nature (according to his bent) for their wonderful adaptations. But when the evolutionist—i. e., the zoological historian—came into the field, a broader explanation ensued. He saw the struggle for existence, over-population and under-consumption, maternal love and mutual aid, and he explained the claws and teeth of the tiger as well as the song of the bird. He neither approved nor praised—he understood.

So with the older economist or moralist. He has seen the trade union, with its closed shops, its apprentice limitations, its restrictions on output and machinery, and its minimum wage, and he condemns it as contrary to divine or natural law. He

may approve of the union, but he condemns the methods that keep it alive.

Today nearly all the political economists have become evolutionists. They do not condemn or approve—they seek to understand. The trade union has come up through struggle and conflict. It carries the marks of these conflicts. It is a survival of the fittest and seems destined to stay. If its methods change, as they are changing, it is because different methods enable it to live. It has claws and teeth, but it has sympathy and self-sacrifice. Its changing methods depend on changing methods of its opponents and changing attitude of the general public.

Consider the change that has occurred in the matter of secrecy. The Knights of Labor were a secret organization for fifteen years. The existing unions are secret only in the sense that meetings of a corporation or board of directors are secret.

Secrecy is a weapon to resist wide-spread hostility. Popular support and demand for fair play encourage openness. But popular support is itself a moral evolution. A revolution in men's ideas of human rights and sympathy for the weak preceded the present trade union movement. If the general public that makes the laws and backs the courts was hostile to the aspirations of labor, it could not openly organize upon its

present large and effective scale. The general public needed first a humanitarian awakening, which showed itself in the second quarter of the nineteenth century, was for a time swallowed up in the anti-slavery movement, which was also a labor movement, and then re-awakened on a new and wider level in the last quarter of the nineteenth century.

How this sympathy originated, how it extended to the wage earner, how far it has gone, how it has affected legislation and the courts, these are the historical problems that reveal the environments within which trade unionism has struggled for existence. The social environment has changed and the methods of labor organizations have changed. The present condition of both can be understood only as we see out of what they have come.

In no country is the labor problem more

complex or varied than in the United States. Sectional divisions, race divisions, protective tariffs, immigration and the most extreme vacillations of prosperity and depression have contributed to the result as we find it. Serious minded people of all classes are awakening to the need of more light on every phase, factor and detail of the movement. The spectacular and personal elements have held the foreground, but the labor movement is an uprising of the masses, and the leaders and agitators are products as well as causes. To what it is tending, what the outcome shall be, is of living interest to workmen themselves, to their employers, and to that indefinite body, the general public, that sooner or later is drawn into the movement. This is the task set before those who, in the true historical spirit, would contribute their share toward aiding the future to build on the past.

## Sarcastic Women and Girls

**They Have Very Few Friends, Who Seldom Make Confidants of Them.**

BY CAPT. GEO. W. BARBER, SR.

A very pretty girl made a distinctly startling statement the other day. It was this: "When I say nice things about people I notice others are not interested; but if I say something stirring or sharp every one pays attention. What am I to do? I'm not ill-natured, but neither do I care to have people think I'm dull."

On the face of this remark, there seemed to be absolute truth, and it is this, unconsciously, perhaps, that makes one think it is smart to give sharp speeches. People laugh, and we all like to think ourselves bright, but if ever the old adage, "He laughs best who laughs last" were true, it is in this very connection. It is not the girl who hurls sarcastic comments—no matter how clever—who has the most friends or who keeps them. It is the gentle and kindly one who makes excuses, and who, while she can see the funny side, still controls comment sufficiently not to hurt any one.

The sharp-tongued girl has many acquaintances, but few friends. She may be invited to many social affairs, but as a rule

it is because people are afraid not to ask her; it is not that they want her. Few hostesses fail to realize that it is safer to curb a caustic tongue by keeping on the good side of its owner than to run afoul; indeed, those guests present may even find such a person amusing. But the fact remains that nobody trusts a young woman of this type, and she is the confidant of none. No person feels at all certain as to when her time for being "baited" may come, and none like the sensation.

On the other hand, notice the girl who is kindly. It is not necessary to be dull in order to be gentle. A lot of girls think this is so, but it is a mistake. Goodness may not be stimulating, in the sense of having a champagne bubble in it, but, to follow the simile, it has that which belongs to milk. Milk is physically strengthening, stimulating a person to health and general normalness. This condition is in the end the most stimulating, because one who is strong and well is able to accomplish results and last through them, when another,

who has only champagne exhilaration, will give out with a snap. Goodness and sharpness are really tremendously like that, and an observing person will notice that the girls who keep their friends as they grow older and have the happiest time in life, are not those whose tongues are quickest, but those who are gentle and kind. The speeches of the latter do not make people laugh but make them happy and pleased, and a person who can give even the least happiness is far more important and valuable in the general scheme of daily life than one who merely raises a laugh. Laughter is certainly necessary to life; the days would be very dull without it. Only that which is evoked from good nature or

genuine wit is worth having. It is infinitely better to laugh with people than at them, for the latter makes one hard, while the other makes one gentle.

Criticism of a justifiable kind may be given with kindness and friendliness quite as well as with sarcasm, and in point of fact, the first method is far more apt than the latter to accomplish the desired effect.

Ridicule may arouse antagonism and obstinacy, when gentleness and persuasion can entirely remove the cause of complaint.

In any event a girl who wishes to have true and lasting friends should preserve the gentle use of her tongue, even though as much laughter may not follow her sallies as from those which are sharp.

## Initiative

BY E. W. HORTON.

Mr. Pessimist, have you the fortitude, manhood and moral courage to stop growling long enough to take an inventory of your own characteristics and shortcomings? Now is a good time—the first of the year.

New Year resolutions are often the start to better things, but it does not imply that the psychological time for self-culture is born with the new year.

We are, all of us, moral cowards. We shift too much of our responsibilities upon others and refuse to bear the burdens rightfully belonging to us, that would bear us fruit if we were courageous and serious with ourselves.

You, who read this, take a quiet hour of self-scrutiny. We all find in so doing that we make about all the trouble in our own minds that a good healthy body can carry. When you lay your lack of advancement at the doors of someone else, look sharply to your own conduct. What have you done to enlarge the service of which you are a part? How much have you done in the progress of affairs to make that work progressive? If the working principle of your business has been progressive, some employe helped make it so. If men are advancing around you and you are not, how many ideas have

you planted into the tide of affairs that were made to grow by your own effort? If you have not done this, if you sat on the outskirts of the movement like a spectator and howled with discontent while some younger man passed you, you can rest assured he did so because he got into the situation progressively, you being an attentive, diligent employe, that does with exactitude everything you are told and no more. This may be good discipline, but you have failed to demonstrate in the most rudimentary way that you have a spark of the initiative in your make up.

We perfect ourselves by the mistakes we make; you will make no mistake without the initiative, because you are not following a line of your own. It is by our errors we reach the measure to our success, and if you go along subject to the opinions of others, with none of your own, you are nothing but a weather cock at the mercy of man's view of life and you are forced to work under.

Originality, with practical common sense, can bend a rule to meet the occasion always. Rulings are essential to govern men of no initiative value. And if you have been passed in the stream flowing toward advancement, you have been clogged

behind men of pessimistic views, or you have lacked the courage to get out where the currents of ideas form the depth of the institution of which you, too, could have been a part if you had not followed the bell-wether down the trail that leads into the barren hills of discontent.

Do your own thinking and wake up; do a little calculating for yourself. Do not think advancement comes to men like birthdays; nor are we advanced through favoritism. It comes always for some marked characteristic in the individual, behind which the management wishes to entrench itself with good competent work that has ideas instead of growls of distress to offer.

Remember this one thing: Human nature was so constructed that you are inevitably bound to be responsible for your own shortcomings. We are better or worse every hour, and never are we morally stationary.

As we speak, think or act, so we shape ourselves in the making of our destiny. God placed you here to make your life as you will; you are intelligently responsible for the conditions that make it, a hell, purgatory or a heaven. The appalling fact in your life is not the moral indifference you show, but the inexorable moral price that must be paid.

There is an idea in everything men touch. If you do not glean the motive of that idea you are going down and out; and you are not doing it when you cease to be abreast of the times.

Do not expect seniority to protect an unfertile brain, lacking in the moral force of progressiveness, for under this deplorable state, seniority will make you walk the plank if you expect the other man to furnish the ideas, because he, with the ideas in his possession, is out farther than your intellect reaches.

### Him That is Without Sin.

Said the Saviour on a memorable occasion: "Let him that is without sin among you cast the first stone." And not a stone was thrown. The same principle is well illustrated in the following lines, but it must not be taken as an excuse or apology for sin:

St. Peter's settin' at de gate;

Nigger passin' by—

St. Peter 'up an' sez ter him:

"How did you come ter die?"

"Go ax de man whut helt de gun

A pintin' at dat roos';

Go ax de dog whut helt my foot

An' wouldn't turn it loose!"

"An' so," St. Peter sez ter him,

"You wuz kotch in de ac?"

Dat nigger turnt an' looked at him

An' spon'a: "Hit is a fac!"

"Deep in de brimstone you mus' go

Fer stealin' uv dat hen!"

The nigger scratch his haid right hard—

St. Peter had him den!

But drekly, liftin' up his arms,

He flop 'em on his side

An' zactly like a rooster crow—

Three times out loud he cried!

St. Peter hung his head wid shame—

He 'membered uv his sin

An' grabbin' up a great big key,

He let dat nigger in!

# Editorial

## The New Railroad Problem

Newer ideals of peace are appearing upon the industrial horizon all the time. We look for newer ideals of peace to be established between the railroads and the public—also between the railroads and those whose good living is dependent upon profitable and progressive railroad operation—a vast army, truly, of nearly or quite 10,000,000 souls, or about one-eighth of the population of the country. A constituency, surely, whose needs and wants deserve most respectful consideration and representation.

It is well for people, at times, to take retrospective and comprehensive views of the blessings they enjoy. Certainly, chief among them in material well-being and progressive civilization is the railroads. Beginning with nothing, the railroads have come up to their present magnitude by dint of great labor and faith in the future. They either followed or led the pioneers of our country through vast unpeopled or savagely peopled areas, and the American railroad system has been developed until next to the land itself, it is the greatest industrial interest in the world.

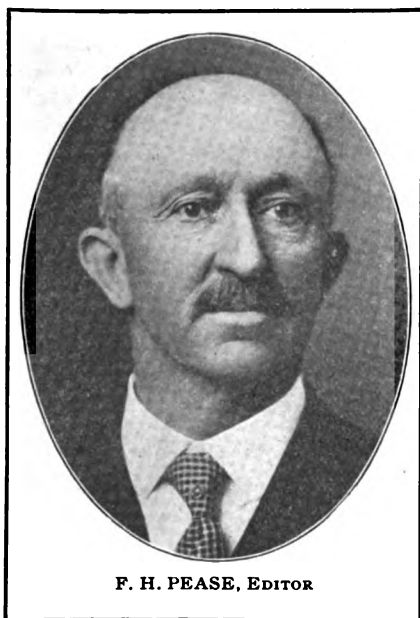
American railroad development has been attended with unforeseen and intensely harassing vicissitudes. Human energy, perseverance, faith in the future and indomitable will entered into every feature of railroad-building which had for its object the upbuilding of this vast empire, and those qualities of mind, body and soul are still necessary to bring these great internal arteries of commerce to their full and rightful fruition. Vast sums of money have been necessary

to do what has already been done. Vaster sums of money are necessary to do what the immediate future demands in the way of betterment and extension.

Hitherto, for the most part, railroads have had ungrudgingly the friendly and earnest sympathy and support of the general public in their endeavors, trials and victories—a support in empire building absolutely necessary to successful and further progress. With that support, no problem

has been too difficult in itself nor too costly in its execution for the railroads to tackle with that determination and faith which predicates success.

Recently, however, there has arisen above the horizon of railroad industry the unfriendly visage of public hostility, which forms for the railroads a New Problem, before which they stand appalled, awed, and for the first time in all their history their great courage is daunted and faith in their future betterment and extension is wavering in the balance, hoping yet for a change of public sentiment



F. H. PEASE, EDITOR

which will bid them go forth to conquer only those obstacles which beneficent nature has placed in man's way.

The subduing of Public Opinion then, is the New Problem, aside from the natural problems with which railroads have been confronted heretofore. The public has followed after strange gods; false teachers have arisen whose theories were insidious, misleading and selfish, and in the house of their friends the railroads have been betrayed and maligned by men who cunningly magnified every seeming shortcom-

ing of the roads, and as cunningly belittled every broad, generous sentiment and act for public good and general welfare. Passing strange it is that hostility to railroads has increased to such an extent that it might not be amiss to term it a "Wrath Trust," fighting against railroad expansion.

It is not strange that in the upbuilding of railroads as a great economic force in the industrialism of the times, that there has been friction in many directions, and that the relationships of these interests to public welfare have been neither understood in all their ramification, nor appreciated in many directions, presumed to be of an elementary nature, and it is right and proper that the public should be heard and its interests respected, and the adjustment of the new relationships consummated along lines of least resistance and pursuant to a policy big with import of the immensity of the aggrandizement that will accrue to the vast commercial supremacy of this great industrial, civilizing and christianizing force.

If in the past railroad interests and, therefore, the interests of the people, have been manipulated for personal gain, and it would be idle to say that such has not been the case, and if public sentiment has been aroused to the dangers of such manipulation, then that is a wholesome indication for the future, but the public should understand that corrective measures should not take on the form of oppressive action, because between oppression and correction there lies a wide gulf, which the American people, with their sturdy sense of right, their courageousness, their habitual stand for justice to themselves and others, gives us hope to believe they will never cross. The oppression of any interest or anybody is repugnant to the American people, and their demand for fairness to all, in all things, is the most commendable, the loftiest chivalry the world has ever known, and we are constrained to believe that this New Problem, this newer ideal of peace, if you please, will ultimately find settlement in the great refining crucible of public opinion.

The American people are quick to see that in any dispute the right is not all on one side, and it would be marvelous indeed if in all the many, varied and intricate problems with which the railroads have had to

deal, there have not been both slips of mind and stultification of conscience, but the greater wonder is that the baser and more selfish side of humanity has not left more enduring marks on the historic pages of railroad construction and operation in this country—the wonder is that so little wrong has been committed, where the opportunities were so many and so varied.

Surely, all the zeal for gain and commercial advantages in this country is not confined to those who manage our railroads. The shippers are not all saints, neither are all the railway managers demons. Seeming inequalities or injustices in the operation of railroads may be so only from a false viewpoint or a misunderstanding of the bearings one way or the other, which affect the question. And those who criticize railway methods intelligently; or who have a just cause for complaint in their dealings with railways, should be accorded a respectable hearing and be listened to with ears anxious for the truth.

*Those whose material welfare is inseparably connected with that of the railroads, either directly or indirectly, should be loyal to their means of livelihood, and quick to resent interference therewith by crafty or turbulent trouble-makers.* Railways must be operated with a fair margin of profit, else they cannot maintain efficiency in equipment and provide for the other enormous expenses of betterments. *Nor can they pay good wages—an increasing rate of wages—to their employees.* Railroads are not of the air but of the earth, and very earthy, and just like other enterprises, if there is not a profit from the transportation of commodities, then bankruptcy is not very far away.

Just why a state of mind should obtain among any considerable number of railroad men that is antagonistic to railroad interests, is hard indeed to understand, but that such a feeling does exist is made manifest in many ways. Also, just why such a feeling should exist among those who furnish the railroads with materials of all sorts is matter for much wonderment, but that such a feeling has and does exist in many quarters is not a secret; just why the public should feel antagonism toward railroads is

not perhaps so difficult to understand, but that all these manifestations of opposition, antagonism, ill-feeling, "hit the railroad," is contrary to all concerned, no right-thinking person will contend for a minute, and in the settlement of this "New Railroad Problem," all these elements have simply GOT TO GET TOGETHER, for in reality they are all in the same boat—different parts of it to be sure—but if the boat is rocked too much and tips over, all are going to get wet and many will drown. But hopeful signs are on the horizon, to-wit: those who manufacture railway materials, contractors in railway construction, and dealers in railway supplies, have formed themselves into an association named the "Railway Business Association." In their prospectus they make the following strong points:

"The national grouch against railways *can* be cured.

"The anti-railroad agitator *can* be put to sleep.

"Strong doses of *fact* are the opiate required.

"The RAILWAY BUSINESS ASSOCIATION will furnish the *facts*.

"Investors *can* be reassured.

"Railroad extension and the purchase of material and equipment *can* be started up."

Another object that may be achieved is to spread the idea of partnership between the railroads and those of us who serve the railroads. If it can be made plain that we have the power to help the railroads and the disposition to help them, a more correct attitude of mind will doubtless develop on both sides.

But when the politicians begin to suspect that there is a big and intelligent vote on the side of the railroads they will run to cover like prairie dogs. When the newspaper editors begin to suspect that their readers and their advertisers dislike ignorant and irresponsible criticism of the railroads, they will try to inform themselves—at any rate, they will be more guarded in what they say. When the ministers and the magazine writers begin to suspect that the men who are on the railroads are kindly and honorable human beings and patriotic citizens, they will be prompt to shift their own views. In the long run, presidents, courts, legislators, the pulpit, the press, and even the law itself, must rest on the great common body of public opinion.

## Synopsis of the Twenty-second Annual Report of the Interstate Commerce Commission

Transmitted to Congress January 11, 1909.

The Interstate Commerce Commission has transmitted to the Congress its report for the year 1908, and we give below a synopsis of that which is of particular interest to our readers.

### RAILWAY ACCIDENTS.

In the year ending June 30, 1908, there was a remarkable falling off in the number of casualties to both passengers and employees, due to some extent to diminished traffic on railroads generally. As appears from a summary published in the report, the number of passengers killed in train accidents was 165 in 1908, as compared with 410 in the previous year. There is also a gratifying decrease in the number of em-

ployes killed and injured. The number of employees killed in coupling accidents shows a reduction of twenty per cent from the previous yearly record.

Attention is called to the necessity of legislation authorizing an investigation, under direction of the commission, of train accidents, for the purpose of obtaining light on the question of preventive measures for the future.

By the terms of an act approved May 30, 1908, it is made unlawful for any common carrier engaged in interstate or foreign commerce by railroad to use any locomotive in moving interstate or foreign traffic that is not equipped with an ash pan which can

be dumped or emptied and cleaned without the necessity of any employe going under such locomotive, on and after the first day of January, 1910, and the commission is charged with the duty of enforcing the provisions of this act. Numerous plans of inventions calculated to solve the difficulty involved in obtaining an efficient device applicable to all types of locomotives have been presented to the commission and have been referred to its block signal and train control board for examination and report. It has been the view of the commission that devices of this character come within the terms of the sundry civil act of the last session of the present Congress, being devised to promote the safety of railroad operation.

#### SAFETY APPLIANCES.

With the possible exception of power brakes the condition of safety appliances is steadily improving. It is not clearly understood why the maintenance of the brakes does not keep pace with progress of improvement of other details of equipment, but it is probably attributable to the following situation: The sole requirement of the present law in regard to power brakes is that no train subject to the present act shall contain less than seventy-five per cent of cars equipped with power brakes in operative condition. Cars not exceeding twenty-five per cent of the total in the train may have their brake equipment "cut out" of the connection, and no liability ensues to the carrier if the remaining brakes are sufficient to control the speed of the train. There is an imperative need for regulation governing cars that are equipped with both hand and power brakes, operating in opposition to each other. Any action of Congress looking to this end will be of great and lasting value in promoting the safety of lives, limbs, and property.

The leading court decisions of the year bearing upon the safety-appliance law are discussed at length, and the conclusion is drawn that the law is now so well established that it is confidently believed that it will result at no distant date in carrying out to the fullest extent the views of Congress in its enactment. Each decision has tended the more strongly to fortify the commission in its efforts for the enforcement of

this law. During the present year there have been transmitted to the various United States attorneys 276 cases, involving 1,117 distinct violations of the safety-appliance law. The number of violations reported during the past twelve months is only about half of the number reported during the preceding year.

#### THE HOURS OF SERVICE LAW.

The federal hours of service law, which was approved March 4, 1907, became effective March 4, 1908, in accordance with its terms. Just prior to March 4, 1908, a number of carriers filed formal petitions asking the commission to exercise the discretion conferred upon it to extend the effective date of the act in respect of telegraph and telephone operators, but such applications failed to establish the good cause prerequisite to the extensions desired, and the petitions were in all instances denied.

A number of questions have arisen as to the proper interpretation of the act and, with a view to explaining in so far as possible those features of the act which might be claimed to be ambiguous, the commission has issued several administrative rulings.

In order to enforce the provisions of this act the commission adopted the method of requiring railroads under oath to report every instance in which their employes had been on duty for longer periods than those prescribed by the statutes. Eleven carriers have instituted proceedings to restrain this effort of the commission to enforce the law, and the pending suits have not yet been decided.

#### BLOCK SIGNAL AND TRAIN CONTROL BOARD.

The annual report of this board to the commission will appear as an appendix to the commission's report. The board has devoted its time mainly to the subject of automatic stops, because that is one on which knowledge is desired, whereas block signals are well known, and in dealing with automatic stops new and untried devices have afforded the most extensive field for the reason that those which are in use are either not adapted for use on roads carrying miscellaneous traffic or have not been offered to the board for consideration. The board has examined descriptions of 371 in-

ventions and alleged inventions, and has completed its report on about half of these. Very few of these proposed devices have been actually constructed, and only twelve plans, devices, or processes have been found by the board to be of sufficient merit to warrant it in giving them any encouragement. Of these four have been installed, or soon will be installed, for tests. As the

behavior of the apparatus under severe winter conditions is one of the main points on which information is desired, no satisfactory report on the apparatus actually installed can be made until next spring. This board has indorsed the commission's recommendation that legislation be enacted looking to the compulsory use of the block system.

## Railway Accident Problem.

Page 1037 of the December issue of THE RAILWAY CONDUCTOR contained comments on a paper read by Dr. R. C. Corwin, division surgeon of the Missouri Pacific hospital at Pueblo, Colo., before the New York and New England Association of Railway Surgeons at the Academy of Medicine in New York. The comments were based on what is now known to be a garbled press association report of the Doctor's paper.

We are now in receipt of a verbatim copy of the manuscript used by Dr. Corwin in delivering the lecture referred to, which places him in a different light, and but for the length of the article we should be glad to publish it at this time.

The Doctor, in referring to physical diseases among railroad men, says that he is "unable to ascertain that there are occupational diseases peculiar to railroad men. They seem to inherit and acquire diseases as other folk in the same manner." He says of moral diseases: "Far more dangerous are those suffering from moral diseases than those afflicted with physical ills," and gives many illustrations of causes of accident which are taken from accident reports and reports of investigations of accidents, offers some recommendations as to

the treatment of physical and moral diseases and draws his conclusions as follows:

"Diseases may cause negligence.

Overwork may cause negligence.

Negligence from either may cause accidents.

Railway employes have no special occupational diseases.

Physical diseases alarming.

Social and moral diseases more alarming.

The sixteen-hour law is beneficial but not complete.

Employes meet with accidents from negligence after being on duty but a few hours.

Employes should be obliged to take rest before reporting for work.

The medical department should be expanded to include social and moral diseases and prophylaxis.

The remedies are patent; not simple, but imperative."

The paper is concise, ably written, and is so entirely different from what was said in press dispatches that we have no hesitation in saying that there is nothing in Dr. Corwin's paper that should properly be considered offensive to men employed in railroad service.

## Editorial Notes.

On account of a large volume of Order and Auxiliary correspondence coming in, the attention of our contributors is kindly invited to the rules governing such letters which may be found under the Order heading.

### C. D. Kellogg's Preferment.

It gives pleasure to announce to the many readers of THE RAILWAY CONDUCTOR that Brother C. D. Kellogg, who edited this publication from October, 1902, until January 1, 1909, has accepted the important

office of secretary of the American Railroad Employes and Investors' Association, with offices at 233 Railway Exchange, Chicago, Ill. Brother Kellogg assumed the duties of his new position January 2, and has the best wishes of **THE RAILWAY CONDUCTOR** and its readers for the fullest measure of success in his new field of labor.

### Italy and Sicily.

The earthquake horrors in Italy and Sicily seem to be increasing from day to day. The starving and crazed inhabitants of Reggio and Messina have fought for food in the ruins of their cities, and for days and days the awful cries of the imprisoned people have been heard among the ruins of wrecked buildings.

The world has and is splendidly responding to the call for aid, but the large amount already contributed is still inadequate. Cities and towns are vying with each other in efforts to increase the total sums contributed until the American people have attracted the attention of the whole world.

### The Lemieux System.

The Toronto Globe, in its issue of December 29, 1908, had the following editorial which should be of interest to organized labor throughout the Dominion, as well as elsewhere:

A most gratifying statement which comes from Ottawa is that the advent of the Christmas season found not a single industrial dispute existing in the Dominion. Three were reported during November, but all had been settled before Christmas day. No unemployment arose from that cause, therefore. In all likelihood we will enter on the new year with none of these regrettable strifes that do so much to mar the progress of commerce and the comfort and well-being of the workers. It would be too much to expect that such idyllic conditions can continue throughout the year. It is not too much to expect, however, that the instances may be few and the consequent loss and suffering greatly minimized.

It is difficult to think of any one thing that would more greatly contribute to prosperity, comfort, and harmony. The

strike was the one weapon the workingman had to offset the self-interest of the employer in his constant struggle to keep the cost of production at as low a point as possible. The Lemieux Act introduced a more rational means of asserting the workingman's right to an equitable division of the products of labor. Workingmen here and there may be suspicious and disposed to think that it does not enable them to achieve such radical results as by the use of their old weapon. But if they will recall industrial history they will have to admit that the strike often failed in its purpose, and that all the loss and suffering were endured in vain.

### A Sensible Move.

The committee on railway transportation of the New York Board of Trade and Transportation has adopted a resolution:

"That the New York Board of Trade and Transportation deprecates any action by business bodies, individual shippers, or Federal and State officials which may tend to aggravate public prejudice against railways, and urges the business men of the country to favor such freight rates as will insure the railways adequate revenues for maintaining the equipment and roadbed and handling the traffic."

Mr. Moore, the chairman of the committee, says: "We propose that the business men of New York make a concerted request to members of congress and of the legislature to promote the return of prosperity by supporting moderation in the restriction of railways. By concerted action they can do much to hasten the return of full employment and trade by promoting a restoration of railway activity and expenditure. We do not advocate a relaxation of government authority. Regulation has come to stay. We believe that it is as good for the railways as it is for the public. What we urge is that laws which compel increased expenditures by railways should be carefully scrutinized with reference to whether the railways possess the resources to meet them, and that freight rates should be considered in the same spirit as that in which shippers fix prices for their own goods."

### P. R. R. Inaugurates Merit System.

The Pennsylvania Railroad has broken a long-standing precedent in promoting John S. Considine of Columbia, Pa., to become assistant supervisor. Mr. Considine had previously been track foreman which may be considered the highest rank of non-commissioned officers on the road. An ordinary laborer could eventually become a track foreman, but it has not been the policy of the company to promote track foremen to a higher rank.

The Pennsylvania Railroad has employed graduates of technical institutions both in its maintenance of way and mechanical departments, to be trained for promotion to the important positions. A graduate civil engineer was employed as a rodman, and was considered in direct line for positions of assistant supervisor, supervisor, assistant engineer, superintendent, general superintendent, general manager, or vice-president. In like manner, mechanical engineers were given a special course of training for the motive power department. Outside of these two lines of promotion it had been impossible to rise beyond certain limits in the operating department.

Realizing that many employes who have not had the advantages of a college education, apply themselves so diligently to their work that they acquire a proficiency which should be recognized, the management has

been carefully observing the work of all grades of men in the service with a view to promoting those who showed exceptional ability, no matter what their start with the company had been.

The actual effect of the new policy is to open to every man in the service the privilege of promotion to any place for which he may be fitted.

### Safety Appliance Law Effective in Panama Canal Zone.

Secretary Moseley of the Interstate Commerce Commission, who is always watchful of matters pertaining to the Safety Appliance Acts, has called to the attention of President Roosevelt the fact that the railroad equipment used in the Canal Zone, and in government reservations, navy yards and arsenals, does not fully comply with the laws requiring automatic couplers, air brakes, handholds, etc., for the protection of employes. President Roosevelt has accordingly issued an executive order requiring the application not only of these laws but also the rules referring to running boards, sill steps, roof handholds, etc., "for the protection of trainmen on freight trains," established by the Master Car Builders Association, and that the proper appliances be kept in good, working order. The measure is all right and will increase the safety of men engaged in this work.

### Labor.

BY WILLIAM CAREY SHEPPARD.

My name is labor! And though some despise Me, I am proud of what I am, or of what I have achieved. 'Twas God who raised me up, And gave to me my mighty part upon The stage of life, the same eternal God Who, not ashamed of work, was occupied Age after age in fashioning the earth, The universe and all that therein is! Behold the cities of the world. 'Twas I Who laid their strong foundations and who reared Their massive walls. You gaze with wond'ring awe Upon the pyramids and quite forget That I cut those huge stones and lifted them. Seest that august cathedral where, forsooth, A carpenter is worshipped? My own hand Its arches, buttresses and soaring spire Produced; yes, and the organ whose rich tones Do make the place indeed the gate of heaven. "There go the ships." My handiwork they are. I laid their keels and formed their ribs and sent

Them forth upon the deep; and who but me Constructed those fleet trains which glide across The land upon those tracks of steel which I Have placed? And who but me hath wrought and strung

The wires 'long which electric currents fly With varied messages from man to man? You speak of poets, painters, sculptors, yet I make the pens, the brushes and the blades With which they do their work, e'en as I make The swords which warriors wield, the telescopes Which wrest long cherished secrets from the stars And all the instruments of surgery. I cannot tell it all, nor is there need. This is enough, perchance, to make you think. Despise me if you will! I proudly stand Before the world and point to what I am, To what I have achieved from age to age, And find a keen amusement in your sneers.

—The Union Label.

# Railway Information

Through trains of the Georgia & Florida Ry. are now operated between Hazlehurst and Madison.

The Southern Pacific R. R. of Mexico has been extended from Culiacan southward to Quila.

Some time in the new year veteran employees of the Texas & Pacific are to hold a reunion in Ft. Worth.

The Mexican Pacific R. R. is now operated by the Mexican Central Railway as its Manzanillo extension.

The Washington & Vandemere Railroad has been extended from Aurora, N. C., southward to Vandemere, N. C., a distance of 12 miles.

The line formerly known as the Kentucky Valley Railroad is now operated as a branch of the Louisville division of the Illinois Central Railroad.

The Lapwai Branch of the Idaho division of the Northern Pacific Ry. has been extended from Vollmer, Idaho, southward to Grangeville, Idaho, a distance of 32 miles.

The Bogue Chitto Branch of the New Orleans Great Northern R. R. has been extended from Franklinton, La., northward to Tylertown, Miss., a distance of 20 miles.

The Lufkin division of the St. Louis South-western Ry. of Texas has been extended from Broadus, Texas, southward to White City, Texas, a distance of 10 miles.

Train service is in operation on the Lake Superior division of the Grand Trunk Pacific Ry. from Westfort, Ont., westward to Lake Superior Junction, a distance of 188.7 miles.

Under a change in the operating department of the Frisco, all trainmasters will hereafter be on the roster as assistant superintendent, their former titles being abolished.

The Buffalo, Rochester & Pittsburgh began operating trains on January 8 through the new double-track tunnel at Empire, Pa., and over the new double-track line between Carmen, Pa., and Brockawayville.

The Greenbush Line of the Northern division of the Great Northern Ry. has been extended from Greenbush, Minn., northward to Warroad, Minn., a distance of 44 miles. The Fernie Line of the Kalispell division has been extended from Fernie, B. C., eastward to Michel, B. C., a distance of 21 miles.

The Duluth-Superior Line, on the Minnesota division of the Minneapolis, St. Paul & Sault Ste. Marie Ry. has been opened for business between Broosten, Minn., and Onamia, Minn., a distance of 87 miles.

The line on the Oregon division of the Oregon R. R. & Navigation Co., formerly running from La Grande to Elgin, Ore., has been extended from the latter point eastward to Joseph, Ore., a distance of 63 miles.

The track of the Kansas City, Mexico & Orient Ry. between Chillicothe and Crowell having been laid, this line is completed between Wichita, Kan., and Sweetwater, Tex., a distance of 432 miles, and through train service was established January 1, 1909.

The extension of the Wisconsin Central Ry. from Ladysmith, Wis., northwest to Superior, Wis., a distance of 108.5 miles, was opened for operation January 4, 1909; the line from Owen, Wis., via Ladysmith to Superior, being then known as the Fifth District.

A new branch of the Cumberland Valley division of the Louisville & Nashville R. R. has been opened for business, extending from Orby, Ky., southward to Chenoa, a distance of 12 miles. A new branch of the same division has been opened for business, extending from Pennington, Va., to Pocket, a distance of 2 miles.

The track of the Cananea, Yaqui River & Pacific R. R. between Del Rio and Zorilla, a distance of 37 miles, having been completed, train service between Del Rio and Nogales, via Zorilla, has been established. Under the title of the Aguas Calientes Branch, the line formerly running from Corral to Cumaripa has been extended northward to Aguas Calientes.

The line of the Southern Pacific Co. from Sentous, Cal., westward, formerly operated by this company as part of the Santa Monica Branch of the Los Angeles division, including stations known as the Palms, Soldier's Home, Santa Monica, is now operated by the Los Angeles Pacific Railway. The Southern Pacific Company is not now operating trains between Los Angeles, Winthrop, University, Cienega and Sentous of the former Santa Monica Branch.

The Stamford & Northern has been incorporated in Texas by the Colorado & Southern to build from Stamford, Texas, northwest to Plainview, about 155 miles. Contracts for a portion of the line are reported to have been let. This line will connect with the Wichita Valley division

of the Colorado & Southern at Stamford and with the Atchison, Topeka & Santa Fe at Plainview. This incorporation is the first step toward the extension of this system since the acquisition by the Chicago, Burlington & Quincy.

### Telephones for Train Despatching.

The Union Pacific is erecting a telephone line to be used in train despatching from North Platte, Neb., westward to Sidney, 123 miles. This line is all single-track and is equipped with automatic block signals. At the three sidings where there are no stations booths are to be erected in which there will be telephones, available for the use of conductors, who can thereby call up the despatcher for instruction whenever necessary. Each of these booths will have a train order signal, connected electrically with the train despatcher's office, so that he can at any time put the signal in the stop position for the purpose of stopping a train. These train-order signals will be kept lighted night and day, acetylene lamps being used.

The New York Central, which has for some time used telephones for train despatching between Albany and Syracuse, is

installing apparatus for the extension of the telephone despatching system from Syracuse to Buffalo, about 150 miles.

The Erie is putting up a telephone line for use in train despatching between Meadville, Pa., and Corry.

The Atchison, Topeka & Santa Fe, which has for several years used telephones for block signaling, is now using them on two divisions for sending train orders; and they soon will be so used throughout the line between Chicago and Denver.

### Few Deaths on Railroads.

The excellence of the Irish railway administration from the point of view of safety is shown by a return which has just been issued giving the number of deaths and other accidents on the railways of the united kingdom for the three months ended June 30 last. There were 220 persons killed and 1,740 injured during this period in the three kingdoms, and it is gratifying to note that not one of the fatal accidents occurred on the Irish railways and only five persons were injured. These five were all railway employes so that not a single railway passenger was killed or injured in Ireland during the three months.

### The Picture.

I stood today beneath a mountain crown;  
 'Twas in a picture, and a crimson glow  
 Of light came from the west, the sun was down,  
 Yet far reflected from the crown of snow  
 One parting ray crept to the vale below  
 Where, with effulgency, its guiding beam  
 Lighted in beauty a wild mountain stream.

And while I paused with thoughtful, dreamy gaze,  
 A voice thus whispered from the pictured haze:  
 "Oh man! if young, hear not these words in vain,  
 If in the prime of life take heed again,  
 If old, while yet thy staff's incessant din  
 Knocks at the door of earth to let thee in,  
 Be it the effort of thy journey's end  
 To teach of this—my mission—to some friend.

"So tower thy deeds ere twilight's feeble ray  
 Marks in the west, too soon, the close of day;  
 So tower thy deeds that thy declining sun  
 Shines on a mount of worthy actions done;  
 And, like this picture, may thy life, when gone,  
 By deeds reflected, light some traveler on."  
 —Bingham Thoburn Wilson, in *Four-Track News*  
 for August.

## **“Papa, What Would You Take for Me?”**

EUGENE FIELD.

She was ready to sleep, and she lay on my arm,  
In her little frilled cap so fine,  
With her golden hair falling out at the edge,  
Like a circle of noon sunshine:  
And I hummed the old tune of “Banbury Cross,”  
And “Three Men Who Put Out to Sea,”  
When she sleepily said, as she closed her blue eyes,  
“Papa, what would you take for me?”

And I answered, “A dollar, dear little heart,”  
And she slept, baby weary with play;  
But I held her warm in my love-strong arms,  
And I rocked her and rocked away.  
Oh, the dollar meant all the world to me,  
The land, and the sea, and the sky,  
The lowest depth of the lowest place,  
The highest of all that’s high.

All the cities, with streets, and palaces,  
With their people, and stores of art,  
I would not take for one low soft throb  
Of my little one’s loving heart;  
Nor all the gold that was ever found  
In the busy wealth-finding past,  
Would I take for one smile of my darling’s face,  
Did I know it must be the last.

So I rocked my baby, and rocked away,  
And I felt such a sweet content,  
For the words of the song expressed more to me  
Than they ever before had meant.  
And the night crept on, and I slept and dreamed  
Of things far too gladsome to be,  
And I wakened with lips saying close to my ear,  
“Papa, what would you take for me?”

# The Auxiliary

This Department is intended to serve the same purpose among the wives, mothers, daughters, and sisters of our members that the Fraternal Department serves among our members. The rules at head of Fraternal Department will also apply to this one. Communications for this Department should be in this office not later than the 15th of the month.

## Chillicothe, Ohio

Maine Division 19, L. A. to O. R. C., has elected and installed officers for the ensuing year.

The old year has gone out amid sorrows and pleasures, and the new year has arrived; so with the Lord's will and power and His help to guide our footsteps we should cultivate that sisterly love which we ought to have for each other. I also trust that our grand officers may meet with success in their work, especially our Grand President and our Grand Secretary and Treasurer. If all Divisions would be prompt in sending in their dues at the proper time it would be a great help to the Grand Secretary and Treasurer. I hope that the new year may prove to be a most successful one to all Divisions of the L. A. to O. R. C., and that each and every member will strive to assist in making the Division work a success by adding new members and also retaining the old ones.

We initiated one member, after which all members of the Division sat down to a fine banquet—everything in season as well as out of season. The brothers never come out when we have a spread; I guess they are bashful and would rather sleep than eat roast turkey, for the dear souls lose so much sleep and have a great many hardships to contend with, especially in the winter. I would say to them, cheer up, brothers, there will be sunshine after clouds.

We have purchased a beautiful new piano to beautify our hall, and are delighted to know that we are making some progress, for the Division was almost dying a slow death and was in great need of a life-builder, which depends on the officers and members. We will surely have to wake up from our slumbers and get busy, for we need the mighty dollar so many are grasping for in this world. A fat purse is better than a lean one at any time.

We expect to have several socials in the near future to keep the social committee in practice. We have some hustlers when it comes to selling tickets, one sister having sold seventy, several others sold sixty, and that surely was doing good work. They would do well to work at the polls on election day. I hope they will continue the good work and not get tired.

Sister Wilson, our Grand District Deputy, visited our Division recently, which greatly

benefited all members present. We would be pleased to have her visit with us often. We also hope to have our Grand President visit with us at some time in the near future when times are better.

One of our absent sisters remembered the Division with a very interesting letter, which was greatly appreciated. Thank you, Sister Barrows. I think all of our absent sisters might drop us a few lines.

We wish all Divisions of the L. A. to O. R. C. a most prosperous new year, and trust that all will work in peace and harmony with each other and all do their duty.

MRS. MARY JOHNSON.

## Springfield, Mass.

"Happy New Year." I repeat the old salutation that has been voiced by thousands on New Years day, some sincerely, some thoughtlessly, but all showing the innate desire for happiness that every normal mind craves in this world and so few find. Another year has sprung into existence, and as it is the law of nature to rejuvenate itself once a year, so it is with humanity; each new year the same old resolutions are made and broken (most of them), and while it is a lamentable fact that few new year resolutions are kept, it is a step in the right direction, for to resolve to do better is to acknowledge faults, and while one is able to see and wish to correct one's faults, there is a chance for his reformation. It may seem paradoxical to say a broken resolution is good, but it is the intention, not the act, that I would condone. If we fail once we may succeed next time. "To err is human, to forgive divine." So let us emulate the example set by Him who has so much to forgive in us all and try again to correct our faults, to be patient with those who relapse, and helpful to those who feel they are beyond help. Then indeed we will have a happy new year.

Installation is over and I must admit that it was somewhat of a disappointment, in as much as the conductors, for some very good reason no doubt, saw fit to ostracize the Auxiliary by installing their officers separately. The District Deputy, who has installed our officers since the Division was organized, was unable to attend, having a previous engagement for that date, leaving a vacancy which was sadly felt. But Sister Perkins, of Rock Island Division, came to our assistance and did the work in a very

creditable manner, Sister Picard acting as grand marshal.

There is a change in the officers for the ensuing year and we expect as good results from the new officers as from those retiring, but we re-elected the Secretary-Treasurer by a unanimous vote. She has held that responsible office since the Auxiliary was organized and has always performed her duties in a very conscientious manner. In her we have a hard worker for the good of the Order.

Sister Fitzgerald gave a musicale at her home recently, and those who attended give a very flattering report of the entertainment. The music, both vocal and instrumental, was of a very high order and the program was carried out to a nicety. After this refreshments were served.

We hold whist parties after the meetings twice a month and have some very nice times.

We are starting the new year very auspiciously with one application for membership and several more promised, but we have not the number of members that we should have, considering the size of Division 198. Let us hope that this will be a banner year for Hutchinson Division and before the year closes that we may have doubled our number.

MRS. A. J. DUPONT.

### New London, Conn.

In my letter of the November number, I bade you all an affectionate farewell; now it is up to me to wish you all a Happy New Year, for I am still the target for the sharp arrows of criticism to pierce. No doubt all are familiar with David Harum's version of the Golden Rule: "Do others before others do you," so here goes for the first of 1909. To begin with, let me take you back to November 4, where I left off and where you will find us, by invitation, at the home of our then President, spending the afternoon playing whist and enjoying a social time together. About 5 p. m. we were marched to the banquet table and I want to say right now that the salads, chicken and potato were just exactly to my taste. We certainly had a delicious repast. During the afternoon we rather surprised our hostess by presenting her a cut glass berry bowl. You could never guess what she said, and as it is my solemn duty to relate all that transpires, suppose I'll have to tell that: "Now I wanted to ask you all here and give you a good time, but I wish now I hadn't." How is that for a speech? We knew better, however, and continued to stay and make ourselves agreeable until darkness came, when we returned to our homes.

Four new members were added with the closing of the year and we hope to continue throughout the present year with the good

work. It was voted to entertain, alphabetically, the members of the Auxiliary at our homes, either at whist or anything we desired. Consequently, the first was with Sister Adams on December 1, and the correspondent won first prize.

One of the Sisters has an increase in her family, having won the baby. I hope, Sister, you won't bring it up alone, for a spoiled child is anything but pleasant. As there is but one B., on December 16 Sister Buckley entertained at whist. Brother Buckley acted as mascot for Sister Noon, who carried away a beautiful toilet cushion as first prize, and Sister Joseph has the consolation, which must be seen to be appreciated. Delicious refreshments were served at both sisters', with Sister Darling as assistant to the hostesses. Our next meeting is to be at Sister Carlisle's on January 5, 1909. We expect this to be something out of the ordinary, and no doubt a shooting match, for Sister C. took chances on a gun and won the article. Now, by the target practice going on, it looks very much like a trip to Africa anytime after March 4. I would like a bear skin, or elephant tusks will do me.

Brother Reinacher lost part of his index finger while on duty. We hope he will experience no bad results from his injury.

Our new officers were installed with the brothers on December 27 in our hall, Sister Hutchinson acting as Grand President, and Sister Perkins as Grand Marshal. There were visitors from New Haven, Hartford, and New York. Sister Joseph was presented with a past president's pin, and Sisters Rogers and Moyles with gold pieces as tokens of esteem. Our incoming President was presented a bouquet of carnations. At the close of the installation the officers and members of both Orders, with their guests, proceeded to the dining hall at the Crocker House, where feasting and speech-making were enjoyed, together with music from the Standard Orchestra. The guests were escorted to the train at an early hour in the evening, and thus we start a new year with the best wish for our new officers, one and all.

MRS. E. H. JACKSON.

### Paducah, Ky.

At the first regular meeting in December Division 243 elected officers for 1909, re-electing our President and Secretary, but to our sorrow the Secretary moved to Memphis in January and Sister Harris was elected to that office at our last meeting. Our Junior Sister has been very ill for two months and her absence is keenly felt, but we all hope to have her with us soon.

On December 27 the O. R. C. and L. A. had a joint installation, Sister L. B. Waltz of Evansville, installing the L. A. officers. After meeting we were entertained at a

banquet by O. R. C. Division 290, and one and all agreed Brother T. J. Moore's apologies were useless when we partook of the splendid dinner. We will meet this year in one of the nicest lodge rooms in the city (thanks to Division 290), and expect a full attendance at each meeting. I shall close by wishing each Division a happy and prosperous year.

MRS. FRANK HOGWOOD.

### New Orleans, La.

We began our series of socials, the first being given in the month of October. The second social was claimed by our President, and the beautiful prizes were played for with a great deal of eagerness. Our third was delayed through the sorrow of one of our beloved members, whose husband was quite ill and gradually passed away as calmly as the light does from a lamp whose oil has been used to the finish.

The installation of officers, being an annual occurrence, came, and was quite a pleasure to us. We have all new material with the exception of the President and correspondent, who were elected unanimously to fill their old places. After the installation, we repaired to the Paragon, in Canal street, for luncheon, and with much speech-making and hilarity the evening passed rapidly.

Our next social will be held in the home of Mrs. J. W. Kinabrew in Peters avenue, and we hope it will be well attended.

There has been an added joy to the household of Sister Lewis in the birth of a brand new daughter. We congratulate our sister, as daughters are much to be desired.

MRS. J. W. KINABREW.

### San Antonio, Texas

I was elected correspondent and desire to say that Division 212 is still alive and doing fine. This has been a prosperous year for our Division, in membership as well as financially. Our funds are larger, notwithstanding we lost all we had in bank failures during the past financial panic, and our goat does not get a chance to get out of practice.

Our first meeting in the month is our social meeting. We serve refreshments, and it is needless to say we have a general good time.

At our next meeting, which happened to fall on New Years day, we intended having a public installation and banquet, to which our husbands and friends were invited. But along with our pleasures we have our sorrows, for the death angel, in his swift, silent flight, entered December 25 and took from our midst a beloved sister to that spirit land where she will be waiting and watching for her loved ones who will some time

join her in that blessed sunshine of the other life. God giveth and God taketh away. "His will be done."

The stork visited a brother and sister, leaving them another little daughter to gladden their hearts and to make a home what it can't be without them.

At a called meeting we installed our officers, Sister Waters having been appointed to act in the absence of our grand installing officer, and performed her duty as only one like her can do. At the close of the meeting our President was presented with a beautiful silver berry spoon in appreciation of the faithful performance of her duties, Sister Martin, our newly elected President, in her graceful and happy manner, making the presentation speech.

We have said good-bye to the old year of 1908, with all its joys and sorrows, and with cheering hearts and smiling faces, greet the new year of 1909, wishing all a Happy New Year, much good luck and prosperity.

LIZZIE CORREYON.

### Montgomery, Ala.

By the time the sisters read this letter the year 1908 will be a memory, a thing of the past, and to think, sisters, how little we have done for the good of the Auxiliary. Did you ever stop to think what a grand Order the Ladies Auxiliary is? It does me good to note the interest the conductors take in us. Brothers, we truly appreciate every little kindness you show us and we are always willing to be of service to the O. R. C.

Our election of officers passed off satisfactorily to all. We have a staff of very fine officers, ladies who are thoroughly in sympathy with every movement for the good of the Order. We were afraid that we would lose our Secretary-Treasurer, but she decided to accept for another term.

Since our last letter our hearts have been made sad over the loss of our dear Sister Powell, who was a general favorite.

We are glad to report that Sister McDowell is much improved.

Palm Division 167 is steadily growing. Three more will be ready for a ride on the goat at the next meeting. I hope these ladies will never regret the step they are taking, and will be interested enough to attend all meetings, for it is discouraging to the President to find the usual attendance at the meetings so small.

Since the last letter your correspondent has moved from Montgomery, but she will try not to miss many meetings. There is no one that loves the Auxiliary more, and I enjoy being with the sisters.

We all enjoyed the letter from Selma Division. Come again so we can see what the sisters there are doing.

MRS. J. C. WILCOX.

### Decatur, Ill.

A few more ticks of the clock and old 1908 is closed. To some it has been a year of bitter experiences, to others a pleasant chapter in our life history.

"What's done we only partly may compute, But know not what's resisted."

We are sorry to announce the illness of Brother Randolph. He is confined to the Wabash Employes' Hospital here. Brothers Joy and Hildebrant are also laid up with broken arms.

Seven of our number attended the School of Instruction held at Danville November 12 and 13. Sorry more of the members did not avail themselves of this opportunity to receive the benefit of the Grand President's teachings.

Our annual election has been held and our new officers installed. Our retiring President was presented with a large emblematic pin by the Division. After retiring to the banquet room, Sister Bannister, on behalf of the Division, presented the writer with two lovely china dishes. I was told afterward that, woman-like, I turned them over to see if they were marked Haviland—they were.

Sister Myra Scott, one of our past presidents, and a good member, has been elected delegate to Boston.

We have some new comers in the city, members from Terre Haute, and we ought to extend them a very cordial welcome if we expect them to attend our meetings, as we hear they do things well in their home Division. Sometimes in our round of duties we forget to welcome the stranger, visit the sick and cheer the discouraged brother or sister. If the principles of the O. R. C. and the Ladies Auxiliary and their teachings could only make us all better men and women, true to the best that is in us!

"I know there are no errors

In the great eternal plan,  
And all things work together

For the final good of man.

That each sorrow has its purpose,

By the sorrowing oft unguessed,

And to grow means often to suffer,

But whatever is, is best."

TILLIE TULLIS.

### Ogden, Utah

I am happy to inform your readers that we are right here and as much interested as ever. New members have been enrolled and that is very encouraging.

Last meeting was installation of officers. There was a good attendance and every one had a good time. After the officers were installed the Secretary, in behalf of Star of Utah Division 83, presented our retiring President with a beautiful emblematic pin of the Order. Division 83 is to

be congratulated on its fine staff of officers last year, and hope the ones this year will prove as good. Now, sisters, try and attend meetings regularly. When a goodly number is present it makes our President happy and we all feel better. There is so much good in this Order that must be gotten out in some way and that way is for us all to step into the harness and pull evenly and steadily, each and every one ready to do her part. Best wishes to all my sisters and brothers throughout the land for a happy and prosperous year.

MRS. JULIA SNYDER.

### Danville, Ill.

I thought I'd better get busy to let you know Surprise Division 2 is still living.

The Brothers of Jay Gould Division 127 gave their first annual ball November 26, assisted by the Auxiliary, and every one enjoyed themselves. Over 200 couples were in the grand march, and refreshments were served to some four or five hundred.

We wish all Auxiliaries and O. R. C. Divisions a prosperous and happy new year. I trust my successor will do her duty and let us all know about Division 2 occasionally.

MRS. I. L. GREENMAN.

### Grand Rapids, Mich.

Rapid Transit Division 45 is decidedly alive and extends greetings to every sister Division the land over. May you all be as joyous and happy, wherever you are, as we are whose homes are here in the glorious north.

As we look back over the past year, we count up the things we have done for the good of our Order.

Socially, we have been "good fellows," for we have entertained our brothers and sisters often and well.

We have given our financial help to good causes; comforted the sick and afflicted; borne messages of love and sympathy to those in distress, and mingled our tears with those who have mourned for departed loved ones. We therefore feel today that the past year's existence has been worth while, and as we enter the new, will push steadily onward with new enterprise for greater and larger benefits. But after all we feel that every year leaves many things undone, as we realize more and more how much of loyalty and usefulness and broad-mindedness our Division entails. May we all live to enjoy the splendid ideals of our beloved sisterhood until it becomes the habit of our thought. As we speak of the great possibilities of our Order, we grow enthusiastic, for we are now in the front ranks, as no woman's organization in our land stands so equipped from the strength of members and good organization. How

often we have wished that every wife of a conductor of the O. R. C. might feel this thrill in the air and respond to it by uniting with us so that she might enjoy every blessing we have to offer.

Thus may we bind together  
The world of womanhood  
In the ties that naught can sever  
From the great eternal good.

Our annual election of officers took place at the first meeting in December to the entire satisfaction of all. The attendance was the largest of the year, many non-resident members being present, which greatly added to the pleasure of the meeting. A new member was received into full membership on this occasion and given a hearty greeting by every sister present. During recess the members of Division 45 served an elegant luncheon to the officers, in return for the one given by them to the members several weeks ago, which was thoroughly enjoyed by all. These things have a tendency to unite more strongly the tie of friendship by which we are bound. Guests of honor from Detroit and Ionia were with us on this occasion.

Installation of officers followed at the first meeting in January. Rapid Transit Division 45, L. A. to O. R. C., has launched her ship for the year 1909 and will sail to any port fully equipped to take on board the wife of any member of the O. R. C. who may have a desire to become one of us. We can assure you that we are closely identified with these "men of the rail," and can give you a safe and pleasant journey through the mysteries of that beautiful land where the Ladies Auxiliary and the Order of Railway Conductors dwell together in harmony and perfect content.

CLARA R. ROUSE.

### Carnegie, Pa.

Pride of 447 Division 235 had their election and installation of officers for the new year. I hope all sisters will work in harmony and for the good of the Order, as you all know we have something encouraging to work for. We have a larger sum in our treasury now than we ever had and a large membership, and the offices all filled with honorable sisters, and we believe each one will try to do her part with careful thought and earnest heart.

Division 235 held a reception on Thanksgiving Eve, cleared a nice sum of money and had an enjoyable evening.

At the installation we had one candidate, and feel sure she will do her part and work for the good of the Order as a loyal and truthful sister. Sister J. Ody from Division 9, installed our officers, and Sister Heck from Columbus Division, assisted. We are always more than glad to have

those sisters with us, as we know the instructions we get from them are for the good of the Order. We had a large attendance and a very interesting afternoon was spent. We then closed our meeting and had a dainty lunch served, which we all enjoyed, while we ate and passed a few remarks for the good of ourselves. It is hoped that this year will not end like last year. We started out in great success and happiness, but the old year leaves some of our sisters and brothers in deep distress, the angel of death having entered their homes. The members of Division 235 extend sympathy to one and all in their sorrow.

Why should our tears in sorrow flow  
When God recalls his own,  
And bids them leave a world of woe  
For an immortal crown?

Is not e'en death a gain to those  
Whose life to God was given?  
Gladly to earth their eyes they close,  
To open them in heaven.

Their toils are past, their work is done,  
And they are fully blest;  
They fought the fight, the victory won,  
And entered into rest.

Then let our sorrows cease to flow;  
God has recalled his own;  
But let our hearts, in every woe,  
Still say, "Thy will be done."

MRS. K. N. RODGERS.

### Allegheny, Pa.

Once more I will write a few lines in behalf of Division 9. Our election of officers was a very agreeable surprise, nearly every office being changed.

At this writing I must say that I called at Sister Rambo's home and am glad to see her improving after two years' illness.

Our lodge is still gaining ground and taking in new members right along, and I hope that the good work may continue until the hall is filled.

Our winter has come and the snow-flakes are flyi. g.

I bid those who are many miles away from me a Happy New Year.

"Soon will come the setting sun,  
Soon our work on earth is done."

MRS. FOUT.

### Villa Grove, Ill.

Ambrose Valley Division 254 has been organized a little over a year and has twenty-one members. Last year death entered our midst and took from us a dear member. Though her voice is hushed, her

memory will live forever. We have three applications out now and will be ready to work on them in a short time. We installed our officers January 1 (most all were elected unanimously), Sister Stevenson of Danville, acting as Grand President, and Sister Greenman of Danville, acting as Grand Marshal. Luncheon was served, all enjoying a very pleasant afternoon.

Sister Ritter gave a New Years party in honor of the L. A. to O. R. C. and their installing officers. Hallowe'en night we gave our first ball, which was quite a success. The sisters met together last week and gave Sister Little quite a surprise, it being her birthday. Sisters coming our way will always receive a hearty welcome.

MRS. MAUD SAGE.

### Pueblo, Colo.

Arkansas Valley Division 41 has not taken up much space in your valuable Journal during the last year, but we are proud of the fact that other Divisions of our state are always to the front.

We held election of officers December 8, and installation January 12. My successor will no doubt be kept busy the coming year. We think the newly elected officers will fill their respective places with credit, with the help of the members, but unless the entire Division works in harmony there can be little accomplished. Therefore, each and every member should try and make the Division work a success.

I wish to call attention to a letter in the December number of the Journal from Okeema Division 171. It is very interesting and the sisters who failed to read it should do so now, for it cannot help but make a good impression upon the reader.

Two of our members have moved to California.

In behalf of Division 41, I wish to extend our thanks for the hospitality shown us by J. H. Moore Division of Colorado Springs, during the School of Instruction. All reported a delightful time.

CORRESPONDENT.

### Richmond, Va.

Pocahontas Division 227 met January 7 and installed the newly elected officers for the ensuing year. And although we have nothing but praise for the retiring officers, yet we feel confident that the new ones will prove as efficient as the old ones.

In the retirement of our President for 1908 we lose a most faithful and energetic worker who has endeared herself to each and every one of us by her uniform kindness and justice.

At our installation about three-fourths of the members were present, all eager and willing to assist our universally beloved new

President, who was also elected delegate to the next Grand Convention.

The re-election of our most capable Secretary and Treasurer for the third term tells only too well of how highly she is regarded by her associate sisters.

We hope to make sociability a strong feature of this year's work, and hope that the year 1909 may be the brightest and best our Auxiliary has yet known. The old year has gone and with it, past recall, its joys and sorrows. For sweet memory's sake let us write upon it only those things which are lovable. Let us enter the new year with a kind thought for every one, forgetting everything done which hurt our feelings while in Division room during the past year. Let us feel that an evening spent in the Division room is an evening *well* spent. Avoid repeating unkind remarks that we may have heard about each other, trying always to live up to our motto, "Charity, Truth and Friendship."

May the new year bring many blessings to us all with only sufficient sorrow to make us submissive to the chastening rod of our Divine Father.

MRS. A. S. J. W.

### Los Angeles, Calif.

Echo Mountain Division 267 was organized December 16, 1908, with thirty-nine members and will hold its charter open for six months longer to enable several ladies who have expressed a desire to join us to do so. Judging from the good attendance and enthusiasm displayed by the members there is no reason why we should not be the banner Division on the coast. Each sister seems anxious and willing to do her part. We extend a most cordial welcome to all sisters visiting Los Angeles. We intend to get to work at once and when we are a little older will have more to write about. Until then, adieu.

NELLIE G. HAMILTON.

### Roanoke, Va.

Since our last letter we have had some very enjoyable, as well as beneficial, events occur in our Division. On October 27 we had a joint inspection with Division 177 L. A. We enjoyed the visit of the members from the sister Division very much, and were especially glad to have with us our Deputy Grand President, Sister Johnson. At 9:30 a. m., we assembled at the Division room ready for work. The address of welcome was made by our President, Sister Karnes, after which the work of inspection was taken up by Sister Johnson in her usual quiet and impressive manner. Recess was taken at noon and the visiting sisters were entertained at lunch at a nearby restaurant.

A social gathering was held in the even-

ing at the Division room from eight-thirty to eleven o'clock. Invitations were extended to the conductors of Division 210 and their wives. The evening was spent very pleasantly. Music was a delightful feature of the occasion; refreshments were served, and at a late hour all departed for their homes after expressing themselves as having spent a most enjoyable evening.

On December 4 officers for the present year were elected. Our noble President was unanimously re-elected. Very few changes were made as we deemed it wise to retain our former efficient corps of officers.

December 14 we had a joint installation of officers with Stonewall Jackson Division 210, and all the conductors of Division 210 and their wives were invited. We again had the pleasure of having Sister Johnson with us and were also delighted to have her install our officers.

We have now entered upon the duties of the new year. Sisters, let us try and make this one of the most successful years of our Division; let us do all we can for the upbuilding of our Order, socially, morally, and intellectually. The one thing most essential to our success is co-operation with our President. Let us make our President feel that it is an honor to be the leader of our Division, by showing our appreciation of the noble work done so faithfully by her.

MRS. H. H. GROVES.

### **Boston, Mass.**

Mascot Division has moved to Elks' hall, and held its first meeting there in December. That being the occasion of our annual election of officers, the members of the Division showed their good will toward their officers by unanimously re-electing them, even to your correspondent, which I am afraid was an unwise proceeding. We were pleased to have with us Sister Rawles, President of Mountain Laurel Division, Fitchburg, Mass. Come again, sister! Our latch string is always out and all sisters are welcome. We also welcomed into our circle two new sisters.

December 3, we held our first annual sale of fancy and useful articles, and served supper, which was a decided success and resulted in a goodly addition to our treasury.

December 20, I had the pleasure of being a guest at the public installation of officers of Boston Division 122 O. R. C. The ceremony is certainly beautiful and impressive. After installation, brothers and guests did full credit to a banquet and delightful entertainment. Little Miss Catherine Monahan rendered, without her notes, several selections on the piano, which were greatly appreciated by all present, and would have done credit to a young lady far her superior

in years. May we all have the pleasure of hearing her again. I would like to know if any of the sisters ever invite the brothers to their installation? Do you not think the ceremony would prove a source of pleasure to them?

I suppose, before you read this letter, you are well started on your new year's work. May this new year be one of increased success in every respect and may harmony prevail throughout all our ranks. Sincerest good wishes to the CONDUCTOR and all the brothers and sisters.

INEZ L. CASS.

### **Harrisburg, Pa.**

The year 1908 with all of its joys and sorrows is gone forever, and we have entered upon the new year of 1909 with its clean, white page open to us. What shall our record be in it? We trust it may be the best of all our lives. Division 47 sends greetings to all sister and brother Divisions of our Order everywhere and wishes them a Happy New Year.

Our election of officers was held December 2, and the new officers were duly installed January 6, Sister B. F. Wiltse of Philadelphia, our District Deputy, being present, also Sister Chas. Springer, of Philadelphia.

Our social functions are still ripe. We made a visit to Huntingdon, Pa., and were royally entertained by Sister Geo. Nolte and Sister Samuel M. Manigal, of Division 88. We also went to Lewistown, Pa., to visit our own brother and sister, the occasion being a birthday anniversary. The evening of November 30 was pleasantly spent at the home of our President. Another birthday surprise party was held on the afternoon of December 28.

We have several applications for membership in our Order, and the prospects of Division 47 look bright for the new year.

Sister Maggie Weaver, of Clarksville, Tenn., is still in the same precarious condition.

Brother and Sister Theo. Endress celebrated their twentieth wedding anniversary January 11.

We are planning to celebrate our fifteenth anniversary soon.

One of our sisters is confined to the house with sickness.

MRS. A. M. BEATTY.

### **Freeport, Ill.**

Division 154 held its election of officers December 11, and re-elected Sister Carey President for another year, and we are going to try and attend every meeting and help her with the work. We all hope 1909 will prove to be a very happy and successful year.

Friday, January 22, we gave one of a series of card parties which we have been

giving the last few years and they have all proved very successful, and we hope these may. We had a large crowd in spite of the inclement weather. There were twenty-two tables and all seemed to enjoy it very much.

We expected to give our annual family banquet January 29, but we had to postpone it on account of so many of the Sisters being sick.

Will close wishing you all a happy and successful New Year.

MRS. LOU JAMES.

### Portland, Maine.

Some time has elapsed since we have seen an article from Pine Cone Division 67 in THE RAILWAY CONDUCTOR, and as we are always anxious to see ourselves in print, I am going to make use of my privileges as correspondent early in the year, hoping thereby to be in line for an early number of the CONDUCTOR.

Our existence, since last heard from, has been rather uneventful, and for that very condition how thankful we all should be. Are we as grateful as we should be for "the weeks in which nothing has happened, save commonplace toiling and play?"

A good attendance has been the rule at our meetings throughout the fall, the largest number being present at our annual meeting.

Election of officers passed off quietly, with most officers elected unanimously.

As has been our custom for years, Pine Cone Division 67 held a joint installation with the brothers of Pine Tree Division 66, whose officers were installed in a very impressive manner. The officers of Pine Cone Division 67 were installed in a most pleasing and able manner by our retiring President, assisted by Sister Murphy as Grand Marshal. After the services were concluded, refreshments were served and a social hour enjoyed. These joint installations are productive of much good, for it is about the only time in the year when the sisters and brothers meet for sociability. But stay; there was one other—the word (oh! magic word) went forth that the sisters of Pine Cone were to serve supper to the brothers of Pine Tree and their wives immediately after the close of their annual meeting in November. It goes without saying that their attendance was fully up to the average and over one hundred persons sat down to the tables and did ample justice to the good things placed thereon.

Our latest pleasure was a trip to Waterville January 10, to visit Mt. Katahdin Division 225, who came over from Bangor to meet us. Notwithstanding it was a gray, gloomy morning, promising a storm, and that many had to leave their homes

long before sunrise, a goodly number enjoyed the trip and were well rewarded. After a pleasant meeting, during which the officers and degree staff of Pine Cone Division 67 assisted in initiating three candidates, we retraced our way to the Elmwood House where a banquet was served. It was cut somewhat short, however, by the fact that "time and tide wait for no man," and in order to catch the train some of the sisters proved themselves good sprinters.

Now, to all the sisters throughout our broad land, we send a new year's greeting, and the wish that we may

"Speak a shade more kindly than the year before,

Pray a little oftener, love a little more,  
Cling a little closer to the Father's love;  
Life below shall liker grow to the life above."

MRS. WILLIAM EDEVEAN.

### Weehawken, N. J.

Affairs in Franklin Division are very prosperous. Defender Division 312, Order of Railway Conductors and Franklin Division 245, L. A., held joint installation on December 13. After all the officers were installed, we were invited to attend a banquet given by the Brothers of Defender Division, and I can tell you there were lots of good things to eat. The Brothers in Weehawken do things up brown when they get a chance. We had the honor of having our District Deputy, Sister Hutchinson, as our installing officer, and Sister Boughner of Division 247, as our Marshal, and all members present never witnessed a better installation. All our old officers were re-elected. We presented our President, Sister Emmett, with a beautiful cut glass salad bowl, and our Musican, Sister Hedge, with a cut glass water pitcher.

We were invited to attend joint installation in Jersey City of Division 491 O. R. C., and Division 247 I. A. on December 20, and our Division had the honor of seeing our President, Sister Emmett, act as installing officer, and Sister Mitchell as Marshal. They are a credit to our Division, and we feel proud of them. After installation, we were conducted down stairs by the Brothers of 491, and it would be impossible to describe all the things we saw spread on the tables to eat. No one knew when to stop eating.

Now to business and give you an idea of what this baby Division is doing. To begin, at Christmas time we trimmed our goat all up and expect to use him every month this year. We had one candidate for January, two for February, and one for March, and lots of applications on hand. We are having private euchre parties at

our members' homes. The hosts furnish cake and coffee and we pay 25 cents and have a chance on four prizes, two ladies' and two gentlemen's. Each member is allowed to bring one friend, and we put the proceeds in our treasury. Six of our Sisters have entertained so far. At our Division meetings we have home-made cake and coffee. We charge five cents and make a lot of money this way, and it brings the members out in all kinds of weather. We attended Division 200 on January 14, to help celebrate the fourth birthday of the Division. There were a good many Sisters present. Luncheon was served and we listened to some fine addresses. Our Division expects to celebrate our second birthday this month. I think these anniversaries are a good thing; they get us all acquainted with one another, and we receive lots of instruction.

We have had sickness enter our fold, one Sister has had to break up her home and go away for her health, but we hope she will soon be able to be with us again, for she always attended meetings and was a faithful worker.

MRS. WM. FRENCH.

### Hillyard, Wash.

I would like to make a correction in *THE RAILWAY CONDUCTOR* of December, 1908 in regard to organizing Crescent Division 205. I stated in my letter that the Division was organized by Mrs. T. D. Hughes of Oregon Division 91, Portland, assisted by Mrs. Etta Ferguson of Sego Lily Division 150 of Salt Lake City. It should have been organized by Mrs. Hughes, but owing to the lateness of the train our Division was organized by Mrs. Ferguson, and we think it is due her to correct this mistake. We had a joint installation December 27 with Hillyard Division 408, Mrs. Ferguson doing the installing, after which she was presented with an emblem pin as a token of appreciation for the work she did for us.

Sisters, let us ever be mindful of our motto, Charity, Truth and Friendship. This will be my last letter to *THE RAILWAY CONDUCTOR* and I do hope our new correspondent will fulfill her duties far better than this one has done.

MRS. JAS. R. COLEMAN.

### Macon, Ga.

We elected our officers in December for 1909 from some of our very best material, and I think we are all delighted with our choice. We had private installation, and had about completed our arrangements to have a banquet and entertainment on the night of December 30. But alas, the grim reaper cut into our circle and took our beloved Sister Daursey, one of our charter

members; the first death we have had since we organized six years ago. How much we will miss her. We extend to Brother Daursey and his two dear little children our heartfelt sympathy, and commend him to the dear loving saviour who alone can heal the broken heart.

I think our Division 174 and our Brothers of Division 123 each have something we can boast of—ours is attendance. Our Secretary-Treasurer, Sister F. F. Martin, has had this office since we first organized, and has never been absent from a meeting. Who can beat that? Our Brothers' boast is that they own their own home, which is a three story brick building with all modern improvements. The first floor is a spacious store room which they rent to good advantage, the second floor is a nice ballroom and the cozy reading room for the lay-overs and transients in search of employment. The third floor is their lovely furnished hall which they graciously tender us free of charge. Thanks, Brothers.

We expect to celebrate our anniversary on the fourth of March next. Also have our monthly social box party on the 28th inst. at Sister Cauley's on New street. Sister Agee, come again on the fourth of March.

In closing, Sisters of 174, let me urge you to come to the meetings and live up to your obligation.

MRS. B. G. RUMMEL.

### Seattle, Wash.

We have just finished a most successful year. Our Secretary's books balanced to the cent, with \$271.45 to start the new year. Our expenses for charity, etc., were \$139.93. Our new officers are efficient and will work for the interest of the Order. There are a great many members who seem to think their duties end with the election of officers. Sisters, they need your help. Many a good woman, after being elected to a position of trust of this kind, has realized how futile it was to try and fight the battles of sisters' alone. Let each one feel that the welfare of her Division depends upon her, then attend all meetings, strive to help your officers, and your hopes will be realized and the Division placed where it belongs, at the head of the grandest and noblest Order. Those of us who have not tried to make the Auxiliary stronger and better, why not make that one of our new year's resolutions. There is a bright future before us. Let us bring smiles to our President's eyes, by filling the vacant chairs in the Division room. We can do it if we try, by living up to our obligations. Those who are careless and uninterested in matters pertaining to the Order should be encouraged and made to understand our vital interest.

Mt. Tacoma Division displayed their kindness and generosity by inviting us to their banquet. It was a feast for a king. The music was inspiring, the flowers fragrant, and being able to mingle socially with so many of the conductors and their wives was a treat enjoyed by all. A visit from the Tacoma ladies always brings us good cheer.

I have read many good letters from those more gifted, with more advantages for the development of their talent, than the undersigned. Some of the letters were pathetic, others in which all of the bright spots of human nature and a lasting determination were brought out, and, as a whole, go to show that this is not a very bad world after all.

After reading Mrs. B. L. Thomas's letter in the November Journal, will say that the pen is mightier than the sword. Life is too short and death comes unexpectedly to us all. We should regard our Order as one large family and deal kindly with each other. Our Journal is not published for criticism.

I am boosting for the Alaska Yukon Pacific Exposition, to be held in our city June 1, 1909. Sisters, I will give you a "tip." If you come, bring your rubber boots, for it rains 365 days in a year. So don't you say I told you. We will try and have the moss brushed off our door knobs by that time.

With greetings to all, I shall hope to see you all at our Grand Convention at Boston. I was elected delegate to accompany my husband, for he is afraid to go out in the dark.

MRS. H. C. TIEMAN.

### Port Jervis, N. Y.

Once more Ivy Leaf Division 52 is enjoying a pleasant and prosperous season.

Election of officers was held Thursday, January 14, with a large attendance. An invitation was extended to Fern Leaf Division 247 of Jersey City, N. J., and many of the members attended. As all were looking forward to the welfare of the Division, our very best ladies were elected for officers. At the conclusion of the election an elegant supper was served by the ladies to which we all did ample justice.

The new year being commenced so joyously, we hope that all the ladies will take pleasure in attending the meetings.

MRS. WM. JONES.

### Grand Rapids, Mich.

One by one, they are surely leaving,

Crossing over Jordan Strand.

One by one, oh, how we miss them,

While we are left in this dreary land.

One by one, we will go when our time comes,

And our Saviour gives command.

Let us then be up and doing,  
And our lamps have ready trimmed,  
For we know not what hour or moment,  
He may knock and enter in.

Will we all be glad to receive him?  
Or will we try to hide away.  
Can he say, No, I do not want you,  
You were false to yourself and they.

False because you promised  
On your bended knees to be,  
A friend in the hour of trial,  
Never to slander or betray.

Now I wonder, who, if any,  
In the field of the L. A. to O. R. C.,  
Could stand up before him and say,  
You surely do not mean me.

So from this day henceforth, let us remember,  
That all is recorded there,  
And try to redeem ourselves in the future,  
So that perhaps we may enter there.

For I surely would love to be able,  
To stand by the side of him,  
Who's love endureth forever,  
And is forgiver of all sin.

So as one by one we cross the strand,  
And meet our beloved Sister there,  
Who is waiting and watching, yes, longing for us,  
As we know some are.  
For we feel their inspiration,  
Wherever we may be,  
At home and at our meetings,  
Where we know she loved to be.

To me the thought is beautiful,  
As you can plainly see,  
And I pray that God may keep me,  
In the path that leads to right,  
So that I may be one of the many,  
To wear a robe of white.

MRS. C. H. WESTOVER.

### New Haven, Conn.

Happy New Year to all the brothers and sisters wherever the emblem of the Order is pinned to their coat lapels.

Elm City Division 317 and East Rock Division 220 held their joint installation December 20, and it was an enjoyable occasion for all who were fortunate to be present. A tempting lunch was served and an entertainment followed—it certainly was O. R. C. day in New Haven.

East Rock Division 220 is progressing, but we are wanting more members, and, with the membership that Division 317 enjoys, we ought to be able to swell our little list easily, but we have to wait and try and show the non-members what a delightful

time we have together and how much they are missing. We have members out of town who cannot be with us often, but we do not forget them and we long for their presence. Our President has been re-elected for the year 1909; he has not missed a meeting during the past year. Our Secretary, I believe, holds the same honor, in fact all the officers have done well, and now it rests with the members to do likewise. Our Past President is still with us and gives us good instructions, also our Deputy of Manhattan Division 200, who always brings us good will and true friendship.

Division 317 lost two members by death recently. They have gone on the last sad trip that has no returning, they have given their last signal and reached the terminal where their reports will be turned in to the Heavenly Father.

This will be a busy year and the convention at Boston in May will bring many old friends together and many new friends will be made. The delegates will be getting ready soon. Be sure and come as "All roads lead to Boston" next May and when you do start for "Way Down East," don't forget dear old New Haven, and come and rest 'neath its shady elms while en-route.

Just stop and make a friendly call,  
You'll meet our genial Brother Wall,  
He will shake your hand with a hearty grip,  
And wish you God speed on your trip.

MRS. LOUISE B. FLANIGAN.

### Bay City, Mich.

If you'll spare me a little time,  
Also room for a limeric, or line,  
I'll herein send you a little writing,  
All about the organizing,  
Of the Ladies Auxiliary of O. R. C.,  
In the old town of Bay City.

January thirteenth was the date.  
Odd Fellow's Hall was the place,  
Where cons and wives did congregate,  
Who came from near and far.  
Among them a few familiar faces,  
To see our officers of Amicha Division 268  
Installed in their proper places  
(Also to help partake

Of our sandwiches, coffee, ice cream and cake),

By our fine Grand President Sister Moore,  
Who is so graceful on the floor,  
Assisted by our good District Deputy Sister Harck,

Who makes all the Sisters toe the mark.

There were Sisters, not a few,  
Who came from towns on the M. C. line,  
Some from Jackson, some from Detroit,  
All looking so nice and fine,  
There was Sister Bell, all in blue,  
Sisters Miller, Birdsall and Cochran too,  
Some of them, but only a few,  
Brought their "cons" along on time,  
Altogether they were a jolly crew,  
And we organized with numbers twenty-nine.

And although our officers are all new,  
They are thorough, loyal and true.

SISTER EMMA.

### Like Mother Used to Make.

**Potted Beef.**—Take 20-cent stew beef and one 10-cent soup bone, simmer till meat is tender. Take from the stock and run through meat chopper, also a small piece of bread; season with salt, pepper, nutmeg, thyme, add two or three tablespoons of the stock; mix all well together with the hands. Press well into a glass dish, pour a little melted butter over the top and serve cold; garnish with parslev. A nice and quickly served luncheon dish, also breakfast. The stock makes fine soup—all for 30 cents.

**Bone Lamb Roast.**—In ordering a leg of lamb ask to have it boned. You will find the carving much easier, the slices more dainty, and more economical.

**Stuffed Potatoes.**—Take large, shapely potatoes, bake, when done cut off top of each and scrape insides out carefully; don't

break the skin. Mash insides, adding butter, cream, one beaten egg, and one finely chopped onion if flavor is desired, season well. Take spoon and fill potatoes, replace tops, and return to oven long enough to heat and have arranged potatoes, caps uppermost, in deep dish or napkin and serve hot. These are excellent.

**Potato Rolls.**—Three small potatoes, boiled and mashed; one cup warm milk, two eggs well beaten, one cake compressed yeast, one tablespoon lard, one tablespoon butter, one teaspoon salt, one cup potato water. Melt butter and lard in milk, mix well together, and pour into flour in mixing. Take care not to use too much flour. Let rise and work down twice. Then cut with small biscuit cutter, dip tops in melted butter, fold and place in pans one-half inch apart. If wanted for 6 p. m., set about 10 a. m.

# The Order

This Department is a Forum in which the members can discuss matters of interest to our Order and its members. The editor does not assume responsibility for the ideas expressed by the correspondents to this Department. Personalities, intolerant expressions, detailed descriptions of entertainments or funerals, lists of committees, and matters of purely local interest can not be used. News and communications upon matters of general interest are cordially invited. Write on one side of paper only. No communication will appear unless the name of the author is furnished us. Communications for this Department should be in this office not later than the 15th of the month.

## Bessemer, Ala.

I promised to take up the question of insurance in a series of letters, and this I intend to do, but I have a question of vast importance to the host of the employes in the railway service to which we should give some deep thoughts and actions at this time. The whole country is kept in a turmoil of doubt and unrest, and business, in a great many cases, is retarded by the action of the state and the legislators in regard to freight rates. They keep up this squabble and keep the country in doubt. The large shippers and industries are holding back their orders and this makes dull times for us, their employes. If the commerce of the country knew just what to expect they would turn loose orders and we would soon find our business on the increase and conditions would be much better. We can't blame the shippers and manufacturers for holding back when there is a chance for a cheaper rate on their products, and we will have unrest just so long as conditions, as they are, prevail, and while this agitation is kept up we will feel the effects of it.

Some of our lamb-like politicians are elected to fill our State offices, and when they are elected the first thing they learn is graft. The next thing is to fight the railways, and they do not care who has to carry the burden. The heavy load falls upon the employes in the end.

I would not care so much if all this reduction in rates would be of any benefit to the people who are the wage earners. This reduction does not help them, for our expenses have kept on increasing through all this agitation. Today we are paying fifty-three cents more on such things as we use than we did twelve years ago. I do not believe in rates so high that they cripple industries, but I do think that there ought to be a stop to the unjust way of keeping them in doubt all the time. Settle things and let the people know what we are to expect. The greatest industries of our country are our railways. They have done more to develop the country than all others combined; yet the legislators of our state seem to want to retard them in their progress just as far as they can. I have been in the railway service twenty-two years and

intend to stand by the roads that have furnished me employment and help change this unjust way of law-making. It is high time that we employes take a hand in this matter. We expect to keep our wages up to the standard of service that these same law-makers demand of us. They expect first-class service from us, yet they want to make laws to compel us to accept low-class pay, and they still want us to elect them to office. If ever there was a time for us, as wage earners, to take a hand and show that we are men, now is the time. I don't believe in politics in our Order, but let us have a policy. Let us unite our forces with the roads we are with and fight for our interests and theirs, too.

Brothers, why don't you give this some thought? Wake up and show that you are men of action and get together and show what we can do. I assure you if you all unite on this thing our wishes will be respected. When the law-makers come to know that we are awake and have no respect for their pet schemes, but must respect our rights, and the roads that we work for; when they find that we are taking a hand in the matter in the right way, and that is through the ballot box, they will begin to side-step. We must lay aside partyism and take up policy. Now this brings me to a thing that I want the Brothers of the south to wake up to, and that is there are so many of them who don't seem to care to put themselves in a position to even vote, let alone how to vote.

I think every local Division should take some means to induce the members to vote. While I know this is a personal privilege to do as they please, yet if they would look at it in the light of reason, they would qualify themselves to take a hand in forcing men to respect our wishes. When we approach the law-makers with our committees they tell us what per cent of votes we have, which is true. It is a surprise what a small number of our members here in the south exercise their rights—and the law-makers tell us they can do without our vote. Now if every man gets right and we all center on one thing, then we can be a power that can be felt. If all the employes of Alabama roads, or of any other state, would qualify and vote for any man, he would be elected and no power could

beat them. Now, Brothers, think of this and work to gain something for ourselves and the companies we work for. I think this will do for this time, but I will come again on this subject.

M. H. FLESHMAN.

### Tucson, Ariz.

I have often wondered, and more particularly just now, as to how many members of our Order there are who have never written to the Fraternal Department of this Journal. I have but one to my credit (or discredit), and in the next issue thereof I found that I, among a great number of others, had been severely arraigned before the bar of justice and of common interest to the membership at large for having intruded upon your time, patience and space with a diatribe, if you will, of purely local matters. I had considered the objection well founded in reason, so much so to my mind, that any ambition I might have had as a writer was cut down in its infancy. However, with your permission (and now I am going to tell a tale out of school), since that lonely attempt of mine is all that I have ever seen in the Journal from this Division, I will again intrude myself and ourselves upon you to some extent at least.

Regular election of officers was held recently, at which time the battle-scarred veteran, Alonzo Haley, was chosen to wield the gavel for the ensuing year, with Brother R. M. Allgood as local member of the general committee of adjustment, while at "The Hub" in May, we will be represented by Brother Dan R. Mahoney.

I had thought myself something of a poet, but I'll not venture out here, as I feel sure Sister Thomas would, upon seeing my brand, call me down quick.

I have taken some note as to the freedom with which our members, as well as many others, have condemned the decisions of some of our courts. That is probably not a bad practice in the main since it has a tendency to keep us on our guard, but I am not anxious to get out into deep water in this matter, since all of us know it to be a fact that the insertion or omission of a single word in law may mean much, and I am not willing at this time to pass judgment, especially when I see no such objection raised to some of the decisions of our President-elect, Mr. Taft, whom I feel sure will be a true friend to all that is good in organized labor.

My word for it though, Brother Veritas, if the decisions you speak of are in any way vicious and out of harmony with the law of the *locus in quo*, you may just as well class them with an old double-barreled, breach-burned, pot metal shot gun, both barrels of which go off simultaneously at times, kicking a fellow back in the tall grass and caus-

ing him who used it to wish that he had been at the other end of the gol-darned thing. We can agree with Brother Veritas, no doubt, that past events, in many cases, do not bear out this belief; but I am one of those who believe that the toiler is entitled to his inning, and that he will have and is now gradually acquiring it. Some of our best citizens are deeply interested in his welfare, and one of these days some of our corrupt judges (if such there be) will find themselves, as before intimated, "hoist by their own petard."

I read with pleasure, in the December issue, the article of Brother E. W. Horton on "Hire One, Promote Two," and believe it to be a timely article—one which we and the trainmen should give a great deal of consideration.

H. B. JOHNSON.

### Clarke, Fla.

Please allow me space to thank the Railway Conductor's Protective Association for the prompt manner in which they paid my claim. I wish to say to all railway conductors that I have been a conductor on different railroads for the past twenty-eight years, and up till about a year ago I had not joined the Railway C. P. Association, but as soon as I found out the object of their Association, I joined same and paid my dues in advance. After that I was suspended by the A. C. L. Ry. Co., and they refused to put me back to work. I am today in receipt of a check for \$500 in payment of their obligation.

M. L. GILMER.

### Las Cascadas, Canal Zone, Panama.

For a year past there have been letters to the CONDUCTOR from the Isthmus by a Brother who signs "Panama." I do not think I am acquainted with the Brother and do not wish to intrude in his territory, which he so ably fills each month in our widely read journal, yet I wish to correct a mistake he made in stating the amount of salary paid to qualified conductors employed by the Isthmian Canal Commission while running over the Panama R. R. tracks. Brother "Panama" says in the December CONDUCTOR that the Commission has reduced the pay of conductors from \$190 per month to \$170, and engineers from \$210 to \$180 per month. Now the fact of the matter is that since May 1, 1907, qualified conductors, who use the main line of the Panama R. R., receive \$190 per month and 5 per cent added the first year and 3 per cent each succeeding year, and the same way with locomotive engineers who get \$210 per month, with the longevity percentage added, so I believe that what Brother "Panama" had in view when he wrote was in regard to the promotion of a flagman to a position known as inside conductor,

where they had not passed the required examination of the Panama R. R., and were not supposed to work on their main tracks, and for this work they got the same pay as when they were employed as flagmen, (\$100 per month), and their duties were chiefly confined to one of the small French engines and a few French dumps, and in regard to the engineers, I believe he has reference to the time the Panama R. R. sent a man out to test the men on eyesight and hearing, and a few of the engineers failed to come up to the standard and were given their choice of an inside job or leaving the service. A number chose to accept the inside job which carries a salary of \$180 per month, and I believe this is the reduction he refers to. There are a few conductors working through the cut furnishing supplies, coal to shovels, etc., who get \$150 per month, and it is generally from those ranks that the qualified conductors graduate from.

All the other letters Brother "Panama" wrote to THE RAILWAY CONDUCTOR gave a good account of how the work was being handled down here and I agree with him in advising our brothers seeking employment to steer clear of the Isthmus as they do not hire any conductors and strictly enforce the seniority and age limit rules.

I was pleased to read in the December number the letter written by our old friend Brother Sanders from Ecuador, South America. "Billy" was a conductor working out of this terminal and left here about a year ago on account of his health and on advice of the physician here.

I also read with much interest the letter of Brother R. B. Reed, Du Bois, Pa. Come again, "Rush," the old B. R. & P. boys down here like to hear from you.

Now Brother Editor, before I conclude, I would state that there is a conductor's organization here known as the Order of Isthmian Conductors, which holds meetings alternately at Las Cascadas and Cristobal, so as to give an opportunity for both the I. C. C. men and Panama R. R. men to attend, and about half of the membership, or more, are members of the O. R. C. According to our rules the Isthmus is not included in the jurisdiction or territory covered by the O. R. C., hence the organization of this order here, which was formed for the men's protection and benefit while working on the Isthmus, and among the good things they have contributed to was sending \$100 to the Home at Highland Park, Ill., last February.

"COLON."

#### Fitchburg, Mass.

Our Brothers are becoming more active as time goes on. Our attendance is increasing and the members seem to understand that they, as well as the officers, have

a part to perform in making Division business a success.

Division 146 conducted their 18th annual concert and ball, Friday, January 1, 1909, which proved to be a great success, as well as a pleasure to the conductors of 146, their wives and many friends. There was present at one time about 700 persons, and all had a word of praise for the Brothers in the manner in which they managed and entertained all. A famous orchestra of Marlboro, Mass., furnished music for the occasion, assisted in the concert by Miss Grace Elmie Atwood of Keen, N. H., who recited some good selections.

I suppose Division 146 will have no more work in the line of entertainment until next summer, then we will have to get busy with our annual excursion.

Division 146 has been quite fortunate during the last year in getting an auxiliary in the Mountain Laurel Division 264, and they are getting along fine. The Brothers of 146 were invited to their installation which took place January 8, and can faithfully say they are a credit to our Division, as well as to themselves. They all performed their part to perfection, and their installation was beautiful as well as impressive. The members re-elected their worthy President. They had a Grand Officer to do the installing, which honors fell to Sister Hutchinson of New York, who holds the position of 1st member of the Grand Executive Committee, assisted by Sister Perkins of Division 220, New Haven, Conn. They deserve much credit for the excellent work performed. I don't think Mountain Laurel Division 264 has ever been represented in the CONDUCTOR, and I hope this will be the cause of some of the Sisters writing a few lines in behalf of their beautiful Division.

L. M. RAWLES.

#### Ft. Wayne, Ind.

Some months ago I wrote a letter to the CONDUCTOR and attempted to touch on some of the social conditions found in our organization, and some of our good people at home took exceptions and criticised my efforts, even called me cynical, and, of course, I felt my efforts a failure and was discouraged, until one day I came across the sixth verse of the seventh chapter of St. Matthew, in the New Testament scripture, and it immediately became a balm for my wounds, for I found these things must be, and I am still of my firm opinion that a good many members use the Order for their personal benefit and have but small care for their fellow members. Of course they wish the Order to progress, yet they never lend any efforts to help. They make of the Order a charitable institution and they its beneficiaries; or a hospital and they the patients, or a nursery and they the

babies. They entirely forget the great principles taught by our Order, that each member is his brother's keeper, and at each social function endeavor to have a good time regardless of any one else, or else desire to establish a select coterie, or inner circle, around which the entire membership must revolve, and failing in that become obstructionists and try to destroy what they can't control. Sociability is as essential to our organization as the constitution, but selfishness, avarice or greed, should find no lodgment in the heart that has taken our obligation.

I can sit with uncovered head and listen with patience and sympathy to the brother who is pouring out his soul in behalf of a home, because in doing that he is pleading for defenseless humanity; for something that to many would relieve the sting of disappointment, and I still am of the opinion, that the recommendation of that master mind, Brother E. E. Clark, to the St. Paul Grand Division was inspired by the Almighty, and that his vision of our needs was twenty years in advance of our conception. The time is coming when there will be a home and I believe Brother Clark is still of the same opinion.

I have little time for fraternal articles, back and forth through our fraternal department, attacking the credibility of the writers, or the recommendations to get something for your liver. I want to get out of the swamps that are almost continuously covered with the fogs of unkindness and smothered charity, and raise to a higher plane, where the air is pure, and we can look over some of the failures of our brothers. Of course, those of us who happen to be fortunate or unfortunate enough to run passenger trains, meet cranks and cynical people, and if we descend to their level and are as cranky and cynical as they are, we are no better than they, but if we try a higher plane, and leave the unkind, cutting words unsaid, how much better we will feel. Besides, who can tell the benefits we will gain from the cultured folks that sometimes are forced to be spectators. It don't pay, for

"This world is a very good sort of a world,  
Taking it all together,  
In spite of the sorrow and grief we meet,  
In spite of the stormy weather.  
There are friends to love, and hopes to cheer,  
And plenty of consolation,  
For every ache if we but make,  
The best of the situation."

Sociability in a fraternal organization—if it means anything, means for the general advancement of the whole organization it represents; that its weakest member may be broadened and benefited; that from its

workings shall go forth a condition having no uncertain sound, that shall give the Order a higher moral status in the community. Fraternal sociability in its true sense weeds out all that is unjust and unwholesome and destroys jealousies and faultfindings. It realizes that the interests it serves are more important than the interests on any individual member or special clique, and is only satisfied when the shut-ins and aged have been cared for. If any of us think we live on easy street, and are better than the humblest one, for decency's sake let us either make amends or else get out.

Division 119 is doing finely. Brother Matott closed the year 1908 with a special meeting, with five candidates that required our goat's attention. At our annual election of officers an entire new set of officers was elected, excepting our Secretary and Treasurer, he being elected for the seventh consecutive term. We have lots of new material to work on, and no reason apparent why 119 should not reach the 300 mark in the near future.

We are looking forward to the work of the next Grand Division, anxiously hoping that the resolution offered at St. Paul, in favor of district representation may be resurrected, and its beneficial features woven into our law. We will be represented by that prince of good fellows, Brother Harry Stonecipher, and expect much from him.

R. B. EVANS.

### Charlottesville, Va.

I will try and give you a few lines from Division 450. We are still in existence, and doing business at corner of King and Royal streets, Alexandria, Va., where we will be glad at all times to have any visiting brothers call. Our latch string hangs on the outside for them, and we have nothing too good for any brother on the inside, so you will do well by giving us a call.

Brothers, all you have to do is to attend meetings regularly and things will become interesting, you will become eager to attend them, and by so doing will help the officers, and the officers will help you, so start the new year by making a resolution to be present at every meeting which it is possible for you to attend.

I wish that every employe could have heard President Finley's address at Charlottesville, Va., on December 18, 1908. I only wish that every employe on the system could have been there, I think it would have done them good. It looked as if he, (Mr. Finley) enjoyed the meeting with the employes. It seemed to do him good for his conductors to be honored with so many votes.

Men who hold so many lives in their keeping should be men of honor, men who do their duty without fear or favor, men who would turn their backs upon anything

which is not right both to his fellow men and the company. For he that serves the Master best, is the best fitted man to serve the company and the public.

I am glad to see that Mr. Finley is a warm friend to his employees, from the highest to the lowest. His whole aim seems to be for the uplifting of mankind.

I believe this meeting did a great deal of good, and I would like to see the officers and employes get close together in spiritual things, for anything that is improvement to men, is improvement to the company, for all things work together for good to them that serve the Lord. O. L. MUNDAY.

### Boston, Mass.

With the Grand Division meeting in Boston in May, it will mean a busy time for the members of Divisions 122, 157 and 413.

All members of the Grand Division and visitors will profit by their trip to Boston, as it is an education in itself to have a good visit to the hotbed of revolution of colonial times.

The strangers will have pointed out to them where our forefathers of revolutionary days plotted and planned so successfully against the absurd claim of the divine to rule by monarchy, that as a result of their six years' fight, the grand institution of a republic was established and now no monarch resides on the Western hemisphere.

"Have you ever been in Boston?  
Ever trod its crooked streets?  
Seems as if, on every corner,  
One some old-time spirit meets.  
Seems as if some wise magician  
Played the queerest sort of tricks,  
For the ear can hear the echoes  
Of the guns of Seventy-Six."

\* \* \* \*

"Have you ever been in Boston,  
Where they fought to make us free?  
Bonnets off! Salute her colors!  
She's the Shrine of Liberty!"

Those heroes who dared raise their protests against entrenched privilege and exploitation have passed on into the unknowable, but the splendid foundation laid by them awaits the perfection of the national structure by the American people that will mark the way for complete industrial freedom for the race, as we have heretofore marked the way from monarchy and political slavery to a free government of the people. Recent happenings indicate that the people must wake up and be as progressive on present day questions as our fathers were during the trying times of the Revolution. The failure to jail law-breakers of the monied classes, while representatives of the working-class, like Debs, Gompers, Mitchell, and many others are sent to jail

on the slightest pretext, demonstrates the necessity of radical changes in the system of government to properly protect the workers of the future.

So it is that the people will eventually learn that Socialism presents the only solution of the great labor problem which embraces all other questions in connection with the welfare of the nation. When a working-man out of a job asked Mr. Taft during his speech at Cooper Union, New York City, "What will I do? I can secure no work; have no money; and a wife and babies?" Mr. Taft showed the inadequacy of the present system by answering, "God knows, I don't." By that answer he gave the lie to the defenders of capitalism who say that a man who wants work can always find it. Private ownership of industry (and that means the private ownership of the means of life of the working-class, as they must have work to live) is the cause of the poverty and suffering of the race, and the only solution of our troubles will be found to be public ownership as laid down in the program of the Socialists.

The hard times of the past year should awaken all good citizens to study the situation and if possible do away with the possibility of any similar conditions in the future. It ought to be easy to see that the capitalist class in control of all branches of the government are unable to prevent these business depressions that have left a trail of failures, murders, suicides and poverty behind them, and now it is up to the people to take a hand and boldly strike out into new and progressive methods of caring for the mutual welfare, and particularly the lives and happiness of the great majority, the workers of the nation.

First the railroads and other great public utilities must be acquired by the people, to be followed by all other industries that are necessary to the life and prosperity of the nation.

Those who have to work for a living must have a job to live, therefore it ought to be wisdom for the working-class to own and control the jobs they must have. This cannot be done as long as we allow private persons to own and control the industries of the country. Every working man should strive for a change that will prevent a continuation of the present system and thus guarantee his children that he has done his best so that they won't have to go through the same hardships of panics, etc., as he did, at the mercy of the frenzied financiers.

Those who would continue the present system of capitalism, must acknowledge its failure to longer control the industrial situation, as after the long period of so-called prosperity, the whole business structure was shaken, with the terrible consequences so well known to all and particularly to the

railroad men. Capitalism showed its selfish weakness, and it ought to be a lesson to all who desire better things. Public ownership of industries would prevent such depressions because the capital of the nation would not be affected if a few private individuals had a grouch for each other as was the case which caused the last panic, when some of the big ones got after Morse, Heinze and others.

With public ownership of railroads, yourself, Brother Gauss and other eminent defenders of capitalism to the contrary notwithstanding, the people would get much lower rates of transportation and the railroad men would receive better wages, better conditions of employment and above all, be sure of a job as long as they behaved themselves. The capitalists and their apologists are great on extolling the honor and dignity of labor, but how is it they do not want to do any of the labor themselves, and isn't it strange that with all the glorious (?) conditions under capitalism, a man of Ingersoll's attainments should close his article on page 721 of the September CONDUCTOR, with the practical statement that cannibalism is more merciful than capitalism.

I believe the next and succeeding Grand Divisions should give consideration by recess committee or otherwise to the practical questions in connection with the operation of trains, chief among which ought to be the devisement of means to avoid so many accidents on the roads, that result in such a terrible loss of life to trainmen and the public.

It would seem to me that proper flagging and great care in reading train orders are subjects of vital interest to all railroad men, and the Order of Railway Conductors should go on record as doing what it can in its organized capacity to bring about a higher degree of perfection among its own members in the matter of protection of the lives of the public.

Too many conductors allow brakemen and others to run their trains for them and are altogether too careless in the extremely important detail of proper flagging when their trains are stopped or running slowly.

Safety should come first and fares or personal comfort should be subordinated to the protection of life and property.

I also think the CONDUCTOR could profitably take up the consideration of these important subjects in a practical way and help keep it before the members of our Order at least, that we must know our business and that the O. R. C. man above all others is not going to be caught in the pitfalls that cause the terrible accidents so much to be deplored.

Let our watchword be from now henceforth, "All O. R. C. trains are properly run and properly flagged."

"122"

### Indianapolis, Ind.

I wish it known that I am not taking the right of our regular correspondent in submitting this letter, but Division 103 is seldom heard from and I shall not attempt to take that right from the rightful one and I shall not give any details of the Division farther than concerning my few remarks for the good of the brothers.

I have been a member of Division 103 for several years and feel that I have a right to my opinion concerning what I shall explain.

It has been said by some of our worthy brothers that a member out of actual service has, or should have, no right to a card and a voice in the Division room, but he gets his notice for dues for current year just the same whether he be allowed to have a card and a voice. It does seem to me that some brothers that have never met with any misfortune have a very crude conception of the obligation they took at the time of their initiation—usually it is to become a member of the O. R. C. and wear an emblem to describe their occupation in the eye of the public. The emblem should stand for loyalty to one another, but some of my brothers may have forgotten that loss of employment may come at any time, and then, I dare say, they cannot wait until the Division room is opened so they can get protection, but *no*, they are not in service now so they have no right to complain—they should do their complaining while in service, would be just as absurd as to say that they have no right to a card or a voice in the Division.

Those brothers who have good positions, and no misfortunes to bear had better try to protect their unfortunate brothers as they themselves may be thrown on the same source at some time and I am sure they would be the very first ones to put the Division to an expense for their benefit.

Brothers, you have the wrong idea concerning this subject of not allowing one not in actual service a card, or a voice. I should like this matter brought up before the Grand Division and see what our intelligent brothers think of such an act. If they think a brother not in actual service is not deserving of a card, please do not accept the dollar for same. I guess there will be many a dollar that will not go into the fund for your protection, my brother. Again, if we are not to have any protection, and no say and no insurance, *as I can't carry any*, why should I be paying my six and seven dollars per year into the Order? It is because I love the Order and I do hope that those who are so wonderfully opposed to seeing a worthy brother have a card will forget it and read Shakespeare a while and get wise.

"For he that flies may fight again,  
Which he can never do that's slain."

Brothers, we are banded together for strength and unity. Do not try to weaken your defense when it has done what no other sister organization has done. We are honored by the president of the United States in his appointment of our most worthy Brother E. E. Clark to a government position, which we should appreciate. We should stand about face and feel proud of our members and know that they are strength and union bound. I dare say that the unthoughtful brother who forms such an idea as to take away another brother's right has no conception of his own. An informed body of no means is better than an uninformed body of no intellect.

Now, as to Division 103. We have a strong and intellectual one and I have no reason to doubt that we should be second Division and should be as strong as No. 1. I will say that we have a fighter to represent us at the Grand Division next May. He has the interest of the Division at heart and its members' interest also. He is small, but has a mighty vocabulary. Let it be known that Division 103 is not asleep if it has a few drones (as I may be classed) and the honey will be gathered just the same.

Veritas talks out loud and gets a few scoldings, but he has an answer for every quiz. I hope I have made my case clear and have no ill feelings against any brother, but I spoke out loud.

Now, brothers, think of your obligation; build up instead of throwing overboard that which you can retain and possibly it will work to your advantage when you are down; help those that are needy and the strong arm of brotherly love will be extended to you at your cry for help.

I wish every brother and his family or sweetheart, whichever it be, a happy and prosperous year. C. E. WARREN.

### Leesburg, Fla.

I have not seen anything from Division 196 for some time, so I thought I would write a few lines.

Division 196 meets at O. R. C. hall on Bay street at ten a. m. every Sunday and a welcome hand is always extended to visiting members. There is just one word I wish to say for your benefit and the protection of your family and in the interest of brother W. J. Ross, secretary and treasurer of the Railway Protective Association of Detroit, Mich. All who have not taken out a policy with Brother Ross should not put it off any longer for none of us have any assurance of our jobs and the sum of \$500 given to you after your salary has been stopped for some little thing or other, is a

big help, I don't care how much you may have. I took out a policy in September, 1908, lost my job October 26, sent my claim to Brother Ross and my policy to Brother E. Steinhauer, Secretary of Division 196, for the seal of the Division and his signature, which was fixed on December 20. Brother Ross got my policy on December 23, and mailed me a check for \$500 on the same date. When you take out a policy with Brother Ross, it is like depositing \$500 in the bank, for if you lose your position the next day, you just simply get \$500 that you did not work for and when you start to look for another position you don't have to take any of your hard earned money from your family but Brother Ross protects you in this way. Brother Ross is a member of the O. R. C. that never will be forgotten. If any of you are not in line with Brother Ross for the protection of your family, and to help Brother Ross keep his good work going on, please get in line with him for he certainly is looking to your interest and, also, to help you to provide for your family. I know there are lots of brothers like myself who need help in the time of the loss of their position and before we get another position. Just think, where could you get better protection than a policy with Brother Ross? J. J. LONG.

### Louisville, Ky.

Division 303 of New Albany, Ind., and Monon Division 89 had a joint and public installation of officers in the hall of the latter Sunday afternoon, December 13. The installation was conducted in a most able manner by members of Division 303.

The public evinced a keen interest in the exercises by filling our large hall to its fullest seating capacity.

We had quite a bevy of railroad officials as our guests upon that occasion. Chief among whom were, Mr. C. A. Davies, superintendent L. C. & L. division L. & N. railroad, Mr. E. E. Snyder, superintendent first division L. & N. railroad; M. L. J. Irwin, general superintendent L. H. & St. L. railroad; Mr. Thomas Morrison, chief dispatcher, and Mr. Fred Fishback, master of trains, first division, L. & N. railroad.

None of these gentlemen had ever been present at any of our installations before but they seemed as much interested in all the details of the ceremonies as the rest of the larger crowd assembled there.

After services were over the two Divisions were taken in charge by an entertainment committee in charge of Brother L. R. Utterback as chairman, and conducted to the roof garden of the Seelbach hotel where quite a surprise awaited us. When the guests and members to the number of about 275 were seated in front of the stage in the large banqueting hall, Brother T. C. Will-

iams, Chief Conductor-elect for the ensuing year was introduced by Master of Ceremonies Brother R. L. Utterback.

Brother Williams welcomed the guests in a short, but neat little speech, after which they were entertained for about an hour and a half by a splendid musical program consisting of splendidly rendered instrumental and vocal selections, and from the manner in which each rendition was applauded showed that the audience appreciated good music.

The assemblage to the number of 250 was again taken in charge by the committee and escorted to the roof garden banquet hall and seated around tables elegantly decorated with smilax, carnations, chrysanthemums and evergreens, and invited to partake of an elegant repast.

This kept us busy chatting and eating for about two hours, after which we were entertained by some very witty and interesting after-dinner speeches by Messrs. Davies, Snyder, Irwin, Brother "Tom" Hanlari, and others. The enjoyable affair was concluded by a very able ten minutes' talk by Brother J. D. Keen, O. R. C. General Chairman, L. & N. System.

In writing for the CONDUCTOR for the past twenty years, I have seldom ever indulged in personalities of any nature, but I feel inclined upon this occasion to digress from the custom in favor of Brother "Jeff" Keen, who is a very modest fellow, not liking publicity or notoriety of any kind, and I don't know whether he will like what I am going to say about him or not. "Jeff" never took advantage of me behind my back when I could not defend myself, but let it be remembered I am not so generous. For some reason, the knowledge of which I am not in possession, Brother Keen's early education was somewhat neglected and with that handicap he pushed out into the world, procured a position in the train service on the L. & N. railroad, mastered all the details necessary to a good conductor and successfully ran a train for about twenty years, and in all that time, seldom, if ever, visiting any of the haunts of railroad men while off duty.

What was he doing while others of his class were wasting their time? Why, burning his midnight oil over grammar, arithmetic, spelling, geography, Greek, Latin, rhetoric, Blackstone, etc. And what are the consequences? He has a good classical and legal education, has been admitted to the bar to practice law, and the lawyers who examined him say he passed a first-class examination. The members of the Order on the L. & N. System were not slow in recognizing his ability and fitness for the place when they wanted a salaried General Chairman and elected him to the position. I don't think there is any fear

but he will fill the position with credit to himself and profit to the Order.

Now, Brother Keen, don't get mad at me; I know you do not like publicity, but I like to make a bashful fellow squirm occasionally; besides one good turn always deserves another.

The above mentioned banquet was given in honor of Division 303 as a partial reciprocation for past courtesies received at their hands, and Brother Utterback and committee deserve a great deal of credit for the able manner in which it was gotten up and conducted.

Changing the subject—I would like to call the attention of all classes of railroad men in Kentucky to the fact that Brother J. W. Throckmorton of Lexington, Ky., is an applicant for the office of United States marshal for the eastern district of the state. He is a dyed-in-the-wool republican and adheres strictly to his party principles. He stood for the state senate and legislature twice when the case was hopeless, reducing the large normal democratic majorities very materially each time. He also ran on the ill-fated Taylor ticket in 1899, and was elected commissioner of agriculture for the state. That race cost him over \$1,000, besides about six months' loss of time, and after all the office was taken away from him. He is very capable of conducting the duties of the office he seeks, and it is to the interest of every railroad man in the state to use his influence in behalf of Brother Throckmorton.

Nothing that I or anyone else can say will add anything to his popularity.

The railroad vote of this state amounts to a great deal. The railroad men of the state have never asked for much in the way of office and it is to be hoped that those high in authority will find it to their interest as well as to the interest of the state to see to it that he gets the place he seeks.

VERITAS.

### Cheyenne, Wyo.

Having passed through the order of business as far as "Good of the Order," I want to say a few words in answer to something I saw in the January number. Under the heading, "To Investigate Wrecks," there is quoted a circular letter issued by the Union Pacific railroad company giving the findings of a board of investigation held after the wreck had by Brother McCormick on the 10th of November, 1908, at Borie, when his train ran away down what is called "Sherman Hill" and collided with a work train that had just got out on the main line to go into the division terminal.

Anyone that reads that letter will notice that it does not say anything about the coroner's verdict that was rendered at the inquest held on the remains of the ten men

killed. Oh, no! That verdict told the truth, and put the blame where it belonged, and of course the company officials did not like it.

The officials held an investigation as soon after the wreck occurred as they could get a board convened, and who did they get on that board? Bankers, business men and such, that did not know the first principle of handling a train, and all good friends of the officials.

That board brought in a decision that suited the officials, as was to be expected, and when the coroner's verdict came out and put the blame where it belonged, they called the board whose report is given in the circular letter. And now this last board was a little stronger than the first, and was composed of what? Two old retired army officers, who do not know a box car from a coach, and all the railroad experience they have had is riding around in a Pullman sleeper and "hobnobbing" with railroad officials, drinking good whiskey and smoking good cigars. The rest of the board were officials from other roads, and the only man on the board who had ever been in the train service was General Superintendent Park, and the only place that he ever worked in the service was on a division that was all straight track, and as level as a floor. There was not a man on the board that had the faintest idea of what it was to run a train on "Sherman Hill," and they were very ready to lay the blame on a crew, and brand them as incompetents all over the United States. Of course it did not hurt the engineer or rear brakeman as they were both dead.

Now what are the facts in the case? In the first place the "big tonnage" man gave the train crew a train that it would be all luck if they got over the "Hill" without having a runaway, which they did not, and in the next place the head brakeman was a student, and was making his third trip, and cannot be blamed for not knowing how to do the work as well as an older man would. Then the weather was bad; cold and snowing, with a hard wind blowing, making it almost impossible to get over a train if it got to going at a high rate of speed. And now comes the main fault on the part of the company: When Brother McCormick saw by the gauge in the caboose that the air was getting low, he warned the brakemen by turning the cupola light red ahead, (a signal they understood), and taking his brake club went out on top and began setting the brakes, and out of the first seven hind cars there were just three hand brakes that could be used, and any man who knows anything about stopping a train on a heavy grade knows how much time he would lose fooling with those seven hind cars.

What the rear brakeman did cannot be told, as he was killed, and the head brake-

man could not do much as he did not know how. The fact of the matter is that the hand brakes on freight cars are not kept in good repair, and the air brakes are not kept in as good shape as they could be.

As soon as they could after the accident, the company put on a crew of car inspectors at Laramie, (the west end of the Sherman Hill), and now all freight trains are inspected at that point before leaving, something that has not been done for years, and by that act the company pleads guilty to negligence in not having this particular train inspected.

There have been a good many "run-aways" down Sherman Hill in the last year or two, but the crews were lucky enough to get them stopped before they hit anything, but Brother McCormick was not that lucky, and now he must be branded as "untrustworthy" all over the country.

If Mr. W. B. Scott, assistant director of maintenance for the U. P. & S. P. Systems had held the investigation himself, with none of the officials of the Union Pacific present, he could have gotten the facts out of the employees examined.

Now any brother who has read the above mentioned circular letter, wants to take the statements made in it with a good deal of salt, and not be ready to condemn a brother conductor on the word of a so-called "Board of Investigation," called for the purpose of applying a coat of white-wash to a lot of incompetent railroad officials.

Thank the good Lord the writer of this is out of railroad service, and intends to stay out, but my every heartbeat is in sympathy with the old "boys," who are still subject to be "called," and it "riles" me to see a man like Brother McCormick handed such a "bunch" and then be advertised all over the country, after he has put in the best part of his life in the service, and has as good a record as any of them.

F. W. MUNN.

### Boston, Mass.

After a silence of a few months Division 157, "the home of the Grand Convention for 1909" is heard from. The executive committee have engaged an office in the south terminal station and are working hard preparing plans to make this meeting of the Grand Division one long to be remembered. If any brother has any suggestions to make, to in any way aid the committee, they would be pleased to hear from them. After some six weeks in session at New Haven, the N. Y., N. H. & H. general committee returned with several grievances settled; principally our passenger conductors and trainmen doing the mixed service (passenger and freight), which was instituted

at our last change of time card since my last writing.

Our Division mourns the loss of Brother W. A. Card of the Plymouth Division, a brother loved by all who knew him.

Our annual election of officers having taken place, they were installed at our December meeting, the work of installing being done by Brother A. H. Brown of Bay State Division 413 and Past Chief Conductor of Division 157, assisted by Past Chief Conductor Joseph Moreau, who acted as marshal, the work being done in a very creditable manner. Not as many members were present at this meeting as should have been, considering its importance, which shows the lack of interest by our members, and is very discouraging to the officers of your Division.

I regret at this writing that Brother Este, who has been absent from our Division by illness the past year and a half, is still confined to his house and has the sympathy of all who know him.

The committee on the annual banquet which takes place at the United States hotel, Sunday, January 24, are making every effort to eclipse any banquet given in the past.

The New Haven men are awaiting the new arrangement of runs which should have gone into effect before the holidays.

Brothers, attend the Division meetings. Read Brother Graves' letter in the December issue about Division meetings. He voices my sentiments to the letter. Enough said.

H. LINCOLN.

### New Haven, Conn.

New London Division 500, together with Harbor Division 250, L. A. to O. R. C., jointly installed their officers in their hall, Sunday, December 27, 1908. The regular meeting of Division 500 was called at 12:30 p. m. in order to dispose of all important business, and there was so much of it that the meeting could not be closed until 2:15 p. m. Brother Chas. S. Brigham of Division 50 of Hartford, Conn., was the installing officer, ably assisted by Brother C. H. Curtis of the same Division in the capacity of marshal and Brother Geo. H. Hutchinson of Division 317, as I. S. The ceremony was conducted without a hitch.

For the ladies, Sister G. H. Hutchinson officiated as installing officer, assisted by Sister Perkins as Marshal. Great credit must be given these ladies for their efficiency, as the floor work of the Auxiliary in their installation ceremony is so much more elaborate that it put that of their brothers entirely in the shade. The ladies being all dressed in white, they formed a very effective frontispiece against the darker background composed of the men. Immediately after the ceremonies the party adjourned

to the Crocker house, where Landlord Parker had prepared one of his famous banquets, and proceeded to spoil it for him after the most approved fashion. Music was furnished by an orchestra, and soloists and entertainers assisted them in filling in the intervals. Sisters Newell, Joseph, Rogers and Moyles, were presented with tokens of esteem and love by the ladies, and Brother Newell, who was so unfortunate as to have lost his watch charm while in Boston attending the K. of P. outing, was presented with a combination O. R. C. and K. of P. charm by the brothers of Division 500. After the banquet the brothers and sisters were invited to inspect their new building. The Elks and all who accepted were very glad that they did so, as it is claimed that this is the best club or lodge building between New York and Boston. Reassembling in the hall, an informal reception and entertainment was held until the out-of-town brothers and sisters had to catch their trains for home, and the day was voted to be "the event" in the history of Divisions 500 and 250.

E. W. W.

### Trenton, N. J.

Who said New Jersey Division 294, O. R. C., was asleep this time?

On Sunday afternoon, January 3, 1909, they installed officers in the new lodge room of the Division and more than 200 brothers, with their wives, gathered in the commodious dancing academy of the Arcade building in the afternoon to witness the ceremony. Following the installation an elaborate luncheon was served to those present.

The wives of the members presented the officers with silk badges, each badge being pinned on the new officer's breast as he rose to take his chair. The installation was conducted by Past Chief Conductor J. Dougherty and assisted by Marshal and Past Chief Conductor J. H. Mooney of Philadelphia. Following the installation, addresses were made by Brothers J. H. Mooney, J. Dougherty and W. J. Breen of Philadelphia Division 162; James Phillips of Wilmington Division 312; Clark Shelton of Weehawken Division 312, J. T. Mason and Assistant Trainmaster Brother Flynn of Camden Division 170.

Glowing tributes were paid to the brothers of the Order and all members stood in silence in memory of their departed brothers.

The newly installed officers have been in office for the past four years and their reelection is a tribute to their efficiency in the guidance of the affairs of the Division.

The hall was tastefully adorned with Christmas greens and lanterns, which were suspended over the heads of the diners. On the walls were many yards of bunting of red, white and green—the national colors

of the Order. During the afternoon, previous to the installation, and while the luncheon was being served, the Ball brothers rendered piano and violin selections, which were liberally applauded, the event proving to be the banner installation of Division 294.

Now, brothers, attend meetings regularly and assist the officers in their work. Show them that you are satisfied. Be one of the faithful few commonly known as the clique, and if you can do anything for the goat, who is hungry for a candidate, do so; get busy and see if you can't satisfy his appetite.

All brothers traveling this way are welcome and will always find an open door and a hearty grip at our meetings.

DUCK.

### Buffalo, N. Y.

In the November number of the CONDUCTOR I came across Brother Samuel J. Kelly's letter, wherein he mentions several cases of personal bravery, entailing self-sacrifice in the cause of humanity, and, as he says, "brave deeds like these happen daily in the railway world, but there is not always a newspaper man at hand to spread the news throughout the country of these worthy acts, which seem only as trifles to men employed in railway train service."

What Brother Kelly says is true, and any man that endangers his life or limb in an effort to save his fellow man, is a *hero*, and even though he escapes injury himself, that does not detract one iota from his heroism. He has shown his good intention, and a willingness to take his chances. What more *could* he do?

Brother Kelly's letter brought to my mind very forcibly an incident that happened in my own territory quite recently. While there was no loss of life or limb resultant on the "drama," it still had its possibilities of such, and the *hero* was undoubtedly exposed to great danger.

The incident referred to is a story with three distinct versions, and I give it to you as it came to me, and permit you to draw your own conclusions.

It all happened on the famous Lake Shore Limited, which runs between Chicago and New York. I had the first version of it directly from the hero himself, when he turned the train over to me at Toledo, and it was as follows:

Five cow boys boarded the train at Chicago in a more or less hilarious condition, though not enough so to be considered in any way dangerous. Soon after leaving Chicago they went to the dining car for dinner, and while there they indulged to some extent in beverages intoxicant. I may be all wrong in my conclusions as to what

they really indulged in while in the dining car, but, anyhow, it was something that did not mix nicely with what they had taken in Chicago, and as a matter of fact, I have never found anything that would mix with Chicago drinks.

However, they soon became possessed of the idea that they were back in the "wild and woolly west," forgetting entirely that they were on board of the finest train in the world. Under this impression, they very naturally thought it was time for some of their accustomed "gun play," so they wended their way to the buffet car, which at that time was pretty well filled.

Immediately on entering the car and without any just cause or provocation, each cow boy with a long .32 in each hand, commenced to "shoot up" the car. Imagine the situation, and ask yourself what you would have done under similar circumstances. It is dollars to doughnuts that you would have been just as anxious to get out of that car as any of the bunch that was there. Not so, however, with our hero. He was in comparative safety all the time, but when advised of the trouble he did not flinch from performing his duty. He was the conductor of the train and as such it was up to him to protect his passengers at any cost. He immediately entered the car, saw the situation, what was done, what to do, a glance told him both. Drawing his punch he went for that bunch, disarmed them, threw them on the floor and sat on them until the train arrived at the next station when he turned them over to the police force that was waiting for them.

This is Version No. 1, and as I got it directly from the hero himself when he turned the train over to me at Toledo, and as I know him to be a man of unimpeachable veracity, I think I can safely vouch for its entire truthfulness. (?) There is one thing in connection with this that greatly surprised me, and that was the absence of any excitement on his part when he was telling me about it. He did not appear to think that he had done anything remarkable in the least. I think this demonstrates more than anything else the indomitable bravery of the man.

I would gladly give his name that it might go in the annals of brave deeds done in the discharge of duty, but I know that he would never forgive me if I did. He is so modest.

The second version is slightly different, but since I got it from the porter of the car, and as he was still in a state of collapse, or nearly so, when arriving at Toledo, (the poor fellow had not regained his original color yet), I think large allowance should be made for his condition, in accepting his version.

I managed to get the following information from him, though it was in a very disjointed way, as he had a fit every seven minutes, and if any one so much as lit a match, he would let a yell out of him and throw an extra one. He said: "I saw only one bad man, but he was a pow'ful big man, 'bout 'leven foot high, and he had the pow'fullest big gun I eber seed. And when he commenced to shoot—O Lord!—talk 'bout siege guns down 'bout Vicksburg makin' a noise, why boss, dey wuz jest pop guns side dat gun.

"Did I stay there? Well, not to any great extent. I jess thought I would go back an' find the Cap'n and tell him what was doin', so I jess scooted. Ah found him comin' in the next car, an' he jest stopped me and made me tell him all 'bout it. Ah wanted to keep goin', but the Cap'n and his brakie jest shoved me 'head of them back to the vestibule of my car, an' when we got there, the Cap'n listened at the keyhole a minit, but thar wuz no mo' shootin' goin' on, so he opened the door just the leastest bit and asked a man if they had got the bad man disahmed? He said they had, and then the Cap'n tole his brakie to rush in an' grab him, an' he would come in in a minit an' help him.

"In a few minits the Cap'n an' me went in an' found that bad man on the floor an' a big fat man settin' on his head, and four more holdin' his arms an' laigs, an' they done hel' him til we got to de nex' town, whar they were 'bout seben hundred police ready to grab him."

This is the porter's version, but, as I said before, owing to the agitated condition that he was laboring under, great allowance should be made in accepting it, especially so since it varies to some extent from the conductor's version. I know positively that the latter is *too modest* to exaggerate in his own favor.

As to the third version I will not go into details on that. Suffice it to say that it appeared in the eastern papers, and had me mixed up in the fray, but it was easy for me to prove an alibi, which I did.

I hope that none of our readers will misunderstand me by thinking that that I have written this as a joke, for that is not my purpose. Far from it. I am simply recording the facts as given to me, and by eye witnesses. My object in so doing is to prove beyond a shadow of doubt that we still have real live heroes with us; men who will not shrink from any danger, no matter how great, when opportunity affords.

There is no doubt but what there are thousands of deeds of valor being performed by men, not only in our own ranks, but also in other walks of life, and the participants themselves do not think they have done anything worth mention, whereas there are many other participants of deeds

of valor that go heart-broken through life, because *others* don't think they have done anything worth noticing. However, such is life, full to overflowing with trials and disappointments.

Speaking of heroes, both dead and alive, reminds me that we have a class of men in our own ranks, that without knowing it, are real heroes. Not that they sacrifice life or limb in the cause of humanity, though many of them gave up nearly everything else they had that our Order might live and grow. I refer to the pioneers of our Order, the men that bore the brunt of its organization, and not only them, but to those who joined our ranks later as well.

They were all live heroes then, though many of them are dead and gone now. They "buiilded better than they knew," for I do not believe that one of them ever dreamed of the noble structure that would be built on the foundation laid by them. Neither did they ever imagine the grand results to be achieved as a result of their noble efforts, not only in the improvement of working conditions and the better rates of pay for our members, though they have been great indeed, but in the uplifting, morally and mentally, of our members as well.

Little does the young element of today know the hardship imposed on the member of thirty-five years ago, nor how deep they had to go down into their pockets to dig up hard earned dollars—dollars that were earned twice over, and under the most difficult and hazardous conditions—but our committees had to be paid, and well they earned their money, even though they accomplished but little in those days, and too often, nothing.

Another thing that our pioneer members had to contend with, and of which the younger element of today know nothing, was the infamous black list. That was the "big stick" that was held over our heads in those days to make us good. The man that was considered "too aggressive" by his superintendent, had to "walk the plank" of dismissal, and his name was sent to every superintendent in the country, and the only way he could get another job, was to go where he was not known, and *change his name*.

We have many of those old fellows with us yet. Some of them have outlived their usefulness with their employers, and have been "retired" on a pittance, entirely inadequate for their maintenance, while others have been kicked out of the service to starve, or live on the charity of an unfeeling world.

Again, I ask you what are we going to do about it? I have asked our president to recommend something in the way of a pension, or else loosen up on the law controlling our relief fund. He replies that he does not think the Order is yet in a posi-

tion to establish a pension. He also advises me that, *officially*, he is not in favor of pensions by employers, as it will have a tendency to weaken the loyalty of the older members. As regards the latter sentiment, I agree with him, but as to the former, I do not, for I believe the Order is in position, and that it owes it to those old and tried members to provide for them in their declining years, but, not in any home founded by the Order, or county poor house either.

Think it over, brothers, and when the Grand Division meets at Boston, talk it over, and then *do something*.

A. V. NEWTON.

### Du Bois, Pa.

Brother V. J. Koehler, residing at Punxsutawney, Pa., conductor on the Buffalo, Rochester and Pittsburg railway, and a member of the O. R. C., Division 443, Du-Bois, Pa., is just in receipt of letters patent of the United States for certain new and useful improvements in stop cock controllers for air brake systems, etc.

The invention is particularly designed for application to the type of angle cock valves used in air brake systems, and is a positive locking device in either open or closed position of the valve.

Brother Koehler, who has been in actual train service for the past twenty-one years, has, during the life of the air brake system on freight trains, been a close observer of the equipment and its action as to an absolute controller for stopping and the handling of trains on heavy grades. About five years ago was his first experience to find an angle cock valve accidentally closed in his train, which would prevent the engineer from control of the brakes in the rear of the closed angle cock. He at once observed the necessity of some plan to overcome the accidental displacement of the valve to prevent serious uncontrollable railway accidents, and the possibility of resulting in the loss of human life and destruction of property. He at once set forth to accomplish that which he now thinks is an exceedingly valuable improvement in one of the most important parts of the air brake system.

The particular object of the invention is the production of a combined handle and lock, provided with a casing for the protection of the valve stem and its connections against injury by weather conditions, and accidental displacement, and to produce a positive locking means in either open or closed position of the valve as desired.

In the device, two direct movements of the handle are required to effect the rotary movement of the locking plate and valve stem; this arrangement provides against

accidental movements of the valve by which accidents have frequently happened owing to the accidental stoppage of communication by reason of the train pipes being closed at some point between the engineer's brake valve and the rear end of the train, which may be caused by some object coming in contact with the angle cock plug or stem, whereby the spring tension in the angle cock body is relaxed, causing the accidental rotary movement of the angle cock plug or stem to a closed position, and preventing the engineer from controlling the brakes in the rear of the closed angle cock.

A further feature of the device is that no change is required in the angle cock body now in use, when it is desired to use his invention in connection therewith, further than the removal of the present handle and the substitution of his locking device in its place, the said device being secured to the stem of the angle cock by a pin in the usual way.

The device being a positive locking means in either open or closed position of the valve, the operation merely requires the trainman to grasp the handle in the usual manner, and a downward pressure on the outer end thereof will raise the locking plate against the pressure of the spring until the locking lug on the plate is clear of the shoulder on the valve body. This arrangement provides for unlocking the valve. When it is desired to change the position of the valve the handle can be moved laterally to rotate the locking plate and valve stem until the stop lug on the casing engages said shoulder of the valve body, when the opposite vertically movable stop lug on the locking plate will be in a position to engage the other shoulder of the valve body, and as soon as the handle is released the spring will depress the locking plate and bring the vertically movable stop lug into operative relation to the shoulder and prevent the return movement of the handle.

It will thus be seen that the valve of the angle cock will be held locked firmly in either open or closed position, by the engagement of the casing lug with one of the shoulders on the valve body, and the engagement of one of the vertically movable locking lugs on the plate with the other of said shoulders.

It is reported by the Interstate Commerce Commission through their quarterly reports since the year beginning January, 1902, until the last quarterly report issued, there have been eighty-three uncontrollable railway accidents which have resulted in the death of 115 persons, 610 injured and a total loss in damage to railway property of \$990,811.00.

A great many of these accidents have been described as being due to accidentally closed angle cock valves, and how many

other accidents have occurred from the same cause, proof of which was not available, is not known, but doubtless they have been numerous. Many engineers have reported, "wreck due to the brakes refusing to work," but were unable to prove it because the couplers were destroyed in the wreck.

Brother Koehler has taken the matter up with the air brake manufacturers, and the prospects are that the device will be adopted. Should the invention prove a success it would doubtless save many lives, much property, and be a gold mine for the inventor.

Brother Koehler wishes to mention that any communication from our members regarding an accidental displaced angle cock valve, wherein accident has occurred therefrom, would be very much appreciated.

CORRESPONDENT.

### Knoxville, Tenn.

I am compelled to make a complaint and I fully believe it my duty to do so. We have the banner Division of the Southern Railway, and I know to my personal knowledge that we have brothers who have not been in the Division room for over a year. Brothers, if you will only stop for a moment and think of the obligations, you could not afford to miss these meetings. Read the Constitution, Statutes and By-Laws. How many are up on these things? I am afraid very few indeed, but it is necessary that you keep posted. Brothers, get busy, and let us do better in the future, and say I will go to my Division rain or shine, and thus make the year 1909 a more profitable one than the one just gone out. We have plenty of good, young material, and our goat is getting anxious. He has not been ridden for so long it will take a good, strong subject to handle him. Boys, get busy, and bring them in, we need all we can get. Business is getting good and they have no excuse now. We have been having a good attendance at our Division meetings in the past year on account of slack work. We are always glad to see a large crowd of the boys out taking an interest in the Order.

We are living in a very fast age; we have seen the labor organizations in this country grow very fast. The Order of Railway Conductors has within its folds and under its protecting care more members than ever before, and a great many of them are young members, who have been made conductors within the past two years. They joined us because we promised to take care of them. The many inducements offered by this Order to young conductors were greater than any other organizations possessed; they came into the Order thinking prosperity was here to stay, and that their braking days were past. My sympathy goes

out to these young brothers, not that it is a disgrace to go back to the brake wheel.

To the young members of our noble Order, let me impress upon your mind just one thought, and that is: Have great confidence in the future restoration of business; keep up your insurance and local dues, and stay in the Order. You may not be so fortunate to be made a member in the future as in the past. You have a good thing now, and if I were you I would keep it.

Business on the Knoxville division has been very quiet, and we have more conductors braking here now than ever before in its history, but we are trusting to the future. We are bound to believe that confidence will again be restored, and the business world at large will be on a sounder basis.

The Willing Workers Division 144, L. A. to O. R. C., held their annual installation of officers in the French & Roberts building January 6. All officers duly installed by the retiring President, Mrs. C. W. Connor. After the installation the ladies retired to the banquet hall, where they were served with an elegant repast by the conductors of Division 139, Brother Thomas E. McLean acting as toastmaster and headwaiter, Brother "Flatwheel" Wright as dishwasher; Brother "Sheeny" Beathard as cook. Brother Beathard received the vote for the most popular conductor in the chair contest, and the same was presented him by Brother T. E. McLean.

ADMIRAL.

### Hagerstown, Md.

Division 354 is still doing business at the same old place in Hose hall, on the first and third Sundays of the month. Now, brothers, just a few words regarding our attendance—or would it not be more correct, our lack of attendance, at our Division meetings. You seldom, if ever, attend these meetings. Do you realize what they are held for? I am not thinking of your losing time to attend these meetings, but there are times when you could attend as easy as to stand around the corners and pass remarks, or relate about a swift run you made. I know that you would be welcome, all of you.

We elected officers on the third Sunday in November, and I think as good a set as we could have got at this age of the world. We have elected a brother as delegate to the next Grand Division that could not be excelled, and a jolly good fellow at that.

Not surmising, but from knowledge obtained, we have the only road in the east that held its own, and then some more. It is the only road that did not have to reduce crews, and the only one that kept adding during the depression in business.

I do not think it would be creditable

for me to close this letter without letting all O. R. C. men know that we have got the most honorable body of officials to work with that could be found from coast to coast, and I know you will say the same, if you are ever fortunate enough to labor with them. Officials that will take off their coats, roll up their sleeves, and get into the thickest of the fray to keep the ball rolling, and who can, and will, right a wrong every time it is presented. We may have a few brothers who think I am exaggerating, but it is only those who have a disease known as chronic growl. Now, brothers, this scolding is not intended for all, as each and every one of you know if the shoe fits or not. If it does, I hope you can wear it with comfort. You know that it is not the effort of the members that hang around on the street corners within a stone's throw of the Division room that has placed the O. R. C. at the very head of labor organizations the world over. No, indeed. Do you think for a minute you have done your duty and met every obligation you owe the Order when you send your dues and assessments to the Division? If you do you are sadly at fault.

May sunshine and prosperity visit the home of every member of our grand Order, and the year 1909 be the most prosperous in the history of the Order of Railway Conductors.

"TRUTH."

### Denver, Colo.

Though I do not positively know that any remarks from any one, possibly from me least of all, are required or will be of any benefit, I trust that my ideas will be taken in the spirit in which they are meant, that of good to all concerned, and they are too, in the spirit that is popular at this season. Make some good resolves—and first of all, resolve to keep them. In other words, to try to do better in all ways in this new year than was done in the year just closed, and I take it that it is generally conceded that most, if not all of us, can do better than we have done. Experience is certainly a good teacher, but lessons learned in its school profit little if not practically applied. By way of preface, I desire to call your attention to the somewhat briefly outlined purpose of the lately organized movement which proposes to better conditions through an association of employer and employes, mutually endeavoring to assist each other, and the general public at the same time.

I am somewhat like the farmer of the story, who sat on his fence and watched a train crew vainly try all of the regular ways to get some derailed cars on the track again. At last the old fellow made a suggestion which was somewhat scornfully received, but nevertheless finally tried, and it worked. I am not an employer, and though

connected with the employes, I am not one of them in an "active" sense, (which we hear so much about occasionally), meaning that I am not actively engaged in running a train. Perhaps for that reason, it may be, I can see and suggest a way to get the train running just the same, but my dear brothers, it will take practical application of what is conceded to be necessary by the organization of this very association, which is, **MUTUAL ENDEAVOR**. There is no doubt there is fault on both sides; each must correct its own. The employer is human and, therefore, liable to err, so also is the employee. Possibly the scale is not balanced, but taking the proposition as a whole, there is likely to be much on the employee side, even on the bare proposition that there are so many more units.

As I said, I am connected with the employe side, for I *was* one of them, and, in spirit, am still, so I intend to let the other side strictly alone, and confine myself to familiar ground, and I sincerely trust that most of my "active" brothers will practically apply as much of the remedy as may be in their power, and do their part, which is: to give the best service which they are capable of; to give better service than they have in the past. You can, each of you, and in your hearts you know it.

Every little while matters are brought to my notice wherein OUR members could easily have done better, looked more to the interest of the road by which they are employed, and do it without in the least endangering or overworking themselves, doing that which would have given another work, or in fact anything more than they would expect, and have a right to expect—providing they were employers themselves. I have thought along this line for a long time, and have in a small way, talked it, until at times I have been called, in something like a tone of ridicule, "a company man." And, my brothers, why not a company man? All of you. Do you not work for, and get paid by the company? Are not its interests your interests? If not, you are out of place, and will be "out of joint" with this new movement, which your Grand Officers have helped to launch, and which all *good* men hope to see prosper and succeed.

Start the year right, with a firm resolve to give the best that is in you, and you will not only help others, but will be the material gainer. Good reliable work is recognized by promotion, and even if not in your particular case, you will at least be satisfied with yourself.

In closing, I may say that it is possible that this may be taken as an admission of lax performance of past duties. I trust it will, for it is meant that way—and I would like to meet a few men that it does not apply to. Make a little mental examination

of your own past. Be honest about it, and bear in mind all the time, that no matter how many resolves are made, or how many associations formed, it is *up to you to make good*.  
FRANK D. ELLIOTT.

### St. Paul, Minn.

It was my intention to give way to Division 40's newly elected correspondent upon the issuing of my previous letter, but I do not find it so easy to refrain from firing another shot in the hope that it may score some attention in Boston for the benefit of the O. R. C.

The sociological moment of the O. R. C. and all other labor unions appears to be at hand. It is not unbelievable that the millennium, so far as it may be practicable to labor, is beckoning us onward and our particular duty at this time is to answer the signal by taking cognizance of present conditions that our opportunities may not pass like many others, unseen until too late. Organized capital may or may not be sincere in its proposed desire to establish a closer relationship with organized labor. It is not easily to dispel the conviction that organized capital is as firmly opposed to organized labor now as at any time in the history of labor agitation. If, however, as there seems to be good reason to believe, there is a movement on the part of capital to get closer to labor, even though sincerity be lacking, every encouragement should be forthcoming on the part of labor, the sincerity of which is beyond doubt. In these negotiations labor should be honestly represented, likewise capital. Organized labor would never have received the recognition now accorded it were it not for its thorough organization, solidarity and stability. These qualities alone are what makes for success, without which we should be again as chaff in the wind. Hence the importance of our guarding well the advantages thus far gained. Labor unions should be a powerful political factor, but the wisdom of developing into a political party is questionable to say the least.

The thought that possibly if we permitted ourselves to embark upon the political sea, independent of our respective organizations, would prove disastrous, causing the millennium to recede and accomplishing again the possible desire of organized capital in the scattering and destruction of organized labor is not unreasonable. If, on the other hand, capital should prove to be sincere in their desire to get closer to labor, we should not lose a moment in putting the "profit sharing" proposition up to it. No higher or more expert authority on this proposition than Mr. M. E. Ingalls, president of the Big Four, and Mr. Andrew Carnegie of the Steel Trust, can be found, if we except Mr. Nelson of Illinois, who

has been operating on this plan successfully for years in his lumber business, demonstrating thereby its feasibility and desirability. The proposition itself is as old as the hills. There are those who now claim that the reason it is revived at this time is that nearly all the small industries have been eliminated, which is equivalent to saying that "profit sharing" is not practicable except upon a large scale. But the true reason is the worth, solidarity and stability, as I have said before, of organized labor. "Profit sharing" is surely the catholicism for all the ills of capital and labor and would certainly establish permanently amicable relations, and also place a check upon that brand of socialism tinged with anarchy. What could possibly contribute more to the success of any corporation than to have its employes stockholders of record. I will venture to say that any such employe stockholder would not hesitate to say to the board of directors should occasion require, "Gentlemen, if you need money, cut the dividend this year, or pass it if necessary." More especially if they had been enjoying a six per cent. or seven per cent. annual dividend without interruption for twenty or more years. There would be no Shylock among this class of stockholders and as for legislation, there would be no need of political clubs, which may prove a menace to labor unions even if they are not so intended. Organized capital, if you are out for a square deal, "come across." Remove at once all barriers that separate employers and employes and a good beginning would be, all such barriers as now exist on the G. N. & N. P. systems.

The subsidized press and four-flush politicians have been thundering into the ears of the dear public what a wonderful victory they had achieved for them in a reduction of freight rates. Have we all paused to inquire who are really the beneficiaries of these enforced reductions. If we have and we are intelligent, the answer will come back, the shippers of course. Have any of you noticed a reduction in the price of groceries, meats, clothing, etc., since this fictitious victory of the public over the transportation companies? The only result of this enforced reduction was to transfer this revenue from the transportation companies to the bulging pockets of the manufacturers, wholesalers and big retailers, whereby it becomes more remote from the wage workers and consumers.

I am here reminded of President-elect Taft's characterization of the wage workers in one of his campaign speeches, to-wit: "They are the bone and sinew of the world." You are hereby indorsed, Mr. Taft, and please give legislation your support that will put some flesh on the bone and sinew of the world and give the boneless and sinewless a chance to work off some, so

far as a square deal will accomplish it. But above all, give us the benefit of a correct interpretation of just laws; not laws enacted especially for the purpose of placing us in contempt. No injunction should issue that will not stand the tests of a jury trial. This will serve to restrain judicial injustice.

You worshippers of Mammon, and slaves of an all-consuming vanity, open your hearts and permit your human sympathies to guide you, thereby removing the bridle of selfishness and lust for worldly power and glory from off your soul, and treat yourself to the joyful sensation of soul action, compared with which no earthly joy exists. Try it and permit your godly self to gallop into the arena where the cause of humanity is struggling for recognition and note at once the expansion of your manhood, which will enable you to comprehend the only real pleasure and beauty of life, and dull the otherwise sharp and painful weapons of adversity. It will also enable you to say that you would scorn the honor and glory conferred upon those despoiled, in the attainment, of that inward monitor of good and evil, the soul, to which any act which deprives the tiniest babe of one drop of milk, is repellent.

About eighteen years ago, one of God's creatures, a woman, traveling alone with four small children on her hands, the youngest nursing at her breast the whole day, attracted the attention of a man on the train along in the afternoon by the utterly tired and forlorn expression on her face. Instantly it struck home to him that she had not had anything to eat since boarding the train in the early morning, although it had made a dinner stop. He wired a station agent ahead to have a warm meal ready when the train arrived. It came on a tray and was sent into the car by the brakeman and delivered to her. No questions were asked and no information volunteered. To see that poor woman and children devour everything except the dishes was such joy as only heaven bestows. This is the kind of sympathy that moistens the eyes and is to the soul what rain and sunshine is to mother earth. That such deeds as these are recorded in heaven is made manifest by the fact that the memory of it is still as fresh and green as on the day of its inspiration. I do not know what joys there may be in the life of a millionaire to compare with this, but if his life is barren of such blissful sympathy, he is poor indeed.

Sympathy is the saving grace of humanity. Not the condescending, dictatorial, or society and business advertising charity ball variety, but the real, helpful, and encouraging kind.

President Roosevelt, adieu for four years. Please leave us your future address, as

we shall probably need you again about that time judging from the way things begin to look already. Not the least service to your country lies in having revealed the number of really big men representing your constituents in congress.

In those twenty-two congressmen who stood loyally by our president when the vote was taken on the question of tabling a portion of your message to that body, is represented the true dignity of the house of representatives, and the American people and the country will not be slow to make correct distinction between the sham and the real at the proper time. The machine-made majorities in congress and the United States senate are merely indulging in their customary contempt for the American people and their honored, fearless and conscientious president. Machine-made majorities have become repugnant to American sensibilities, likewise "band wagon" representatives and delegates.

D. E. HASEY.

### Elmira, N. Y.

Elmira Division 9 held its election during the month of November and I am pleased to say has as fine a set of officers as you will find anywhere, who expect to do business every second and fourth Sunday at 3:00 p. m. at the same old stand, and any brother who happens to stroll along this way will find the latchstring out.

Business has dropped off to quite a large extent at present on the L. V., N. C. R., D. L. & W. and Erie, but the boys hope to see it pick up soon before they are obliged to reduce the crews.

We have a new trainmaster who is out about all his time remedying the old ruts the men have got into and trying to make things as smooth for them as possible under the present conditions.

Owing to sickness, quite a number of the boys are off, which helps the extra men some.

There are many things said about the "old conductor" through the columns of the Journal, but I do not see how anything can be done unless we take Brother Purple's suggestion. Enact some law in the Grand Division whereby the old conductor will be taken care of and anything that is good for the old conductor of today is a good thing for the one who calls himself a young conductor. I don't understand what they call young conductors. If it means young in years as a conductor, that don't cut any figure, for it is dollars to buttons that there are more conductors today running trains that are over forty-five years of age than there are under forty-five. So the new runners aren't any spring chickens—not by a long shot. What I have to say to the young conductor is this: The man

you call the old conductor was once just as young as you are and if, in the past, they thought as some of you do, what would the young runner of today have?

The Order was built up for you on a sound basis, by them; the benefit department for your protection; the strike fund was all paid in and is accumulating good interest; a reserve fund placed behind your insurance to make it as solid as a government bond; your general committees have equalized the conductors' pay, whereby a young conductor gets just as much pay for running a train as a conductor who has run twenty years; they have done away with first, second and third years' pay for the young man; they have spent thousands of dollars making and revising articles of agreement, which today govern employes on most all roads, and last, but not least, your committees fought a long time before they secured seniority, giving you just what belongs to you and not your rights to some one else.

Do you know what conductors acted like before seniority prevailed?

Let me give you an illustration: Take a long trough and fill it with corn. Make room enough for as many pigs as can eat out of the trough by each one having his place at the trough. Now just watch and see how many will keep their places and eat, and how many will get all fours into the trough and try to get all there is and the rest take what is left.

This has happened, but today each man gets just what belongs to him and nothing more, finds no fault, and when it comes his turn for the brass buttons, he is examined and, if qualified, is promoted, which I must confess makes him a bigger man than the superintendent as he walks up and down the platform with his new suit on which the public can look upon. He won't then be classed on the overshirt and overall list, but practical experience with a jumper and overalls, however, is where the brains are found for doing business. How many passenger men of today who have run a passenger train for the past ten years, if set back, could run a freight? I tell you a very few would know the first rudiments of railroading under present conditions.

Now, regarding the employers' liability bill, which will hit a good many O. R. C. members who have filled the bill for the railroad companies for years in handling trains successfully, before any automatic couplers, air brakes, interlocking switches or block signals were invented. These must now give up their positions after facing all kinds of weather for years for their eyesight has failed them so they cannot stand an examination on colors which would puzzle a dry goods clerk. Show them a red flag or a red light and see what they say it is. I don't believe there is any

man running a train today but what would get fogged off from his own route on account of the many different color lights being used and if this liability bill keeps on and forces the physical examination on the employes railroads will have a hard time finding good men to take the places of those thrown out, and the sooner the legislative committees get formed in the different states and ready to fight such laws which are detrimental to both railroads and employes, the better.

In fact, take the sixteen-hour law, which has tied up crews within ten or fifteen miles of their terminal for ten hours' rest, in a caboose, hungry and dirty and no place to rest except on an old cushion and with no place to get anything to eat and after staying there ten hours, start in to take the train to the terminal, more tired than they were when tied up, thereby not only impeding the traffic of the road, but also the power and causing hardship on the men, when a short time more would have brought them to their terminal and home.

I hope there may be a law enacted to overcome these difficulties and that the legislative boards will stand ready to assist the railroad companies in every case that comes up whereby the law affects the running of trains or is detrimental to the men who handle them.

I see that the Public Service Commission of the second district, owing to so many railroad accidents in the past being due to the neglect of the employes, has adopted the following order:

Whereas, The reports of investigations of accidents upon steam railroads made to this commission during the year 1908, indicate that a very large proportion of all accidents so investigated upon such roads during the past year have been caused by the failure of employes to obey standard operating rules or special instructions which were in force for the safe movement of trains; and

Whereas, It is important that the commission have all attainable information regarding the operating rules of all such roads, the methods used in examining applicants for employment as to capacity and fitness to discharge the duties of such employment, the methods used in instructing employes as to the rules and their duties under them, and the systems in use for enforcing observance of rules, to the end that it may properly discharge the duties imposed upon it by Section 47 of the public service commission law.

Ordered, That each and every operating steam railroad corporation under the supervision of this commission be, and it is hereby required and directed, pursuant to the provisions of Sections 45 and 46 of the public service commission law, to furnish and report to this commission, on or be-

fore the first day of February, 1909, the following papers and information, to-wit:

1. Five copies of all printed rules for the operation of its road.

2. A statement showing for each of the following classes of employes engaged in the operation of its road, namely, (a) engineers; (b) firemen; (c) conductors; (d) trainmen; (e) flagmen; (f) brakemen; (g) switch-tenders; (h) gatemen at crossings; (i) flagmen at crossings; (j) towermen; (k) telegraph operators; (l) train dispatchers; (m) any other employes engaged in operating trains, what examination or inquiry, if any, is made previous to their employment in or promotion to such positions, as to their mental and physical capacity, experience and general fitness for the proposed employment.

3. A statement showing what steps are taken to require of each employe a competent knowledge of the operating rules governing his duties and conduct as such employe.

4. A statement showing what examinations or investigations are made from time to time, either regularly or otherwise, to keep informed as to whether employes of the said classes are familiar with the rules and instructions governing their duties and conduct, and what measures are taken to improve the effectiveness of operating rules from time to time and their applicability to disclose accident situations.

5. What record, if any, is kept of violations of rules and instructions by any of the aforesaid employes.

6. Any other information which may, in the opinion of the chief operating officers of each of said corporations, be of use to the commission in investigating the causes of accidents so far as such accidents arise from neglect or non-observance of rules and instructions by employes.

C. E. STICKELS.

### Canton, Ohio.

Just a few words on district representation:

I cannot see why Brother Newton wishes to cut out the small Divisions, as it is just as important that we have representation as Divisions with 500 members or more, and I think that if we should stand for anything like that you would find instead of the harmony we now have we should get up against the opposite. At any rate, as the expense of this work is borne equally by all, and every delegate going to the convention has only the good of our Order and his brothers at heart, I think we should all be allowed our representation. Furthermore, it would be impossible to bring before the convention anything like our real working conditions by any other method than Division representation. And as the motive of

our Order is to help our brothers as well as ourselves, let us all join hands and work it out that way. If our Brother Newton was still taking car numbers instead of punching tickets he would readily see that with all our advancement the railway companies are stepping just a little farther than us. However, being a new hand at the corresponding business and not caring to get mixed up with Brother Newton, as I can readily see he always comes back, I will ring off and say that our Division is composed of thirty-six members. We have some good workers and I hope it will not be necessary for me to make any complaints about non-attendance.

C. A. WRIGHT.

### Bowling Green, Ky.

We have not been blessed with the volume of business the past year that we should have liked to see, but after all we have very much to be thankful for, and we should let the past be a lesson for the future.

We often view our conditions as being worse than they really are; for if we would only stop and consider our surroundings as a whole, we would learn that we are better off than we would try to make ourselves believe.

Too many of us complain when we lend no assistance toward bettering our condition. It is not the chronic fault finder who materially aids in getting concessions, but it is the one who views the situation from an intelligent standpoint and assists his brothers by his attendance at meetings, by explaining his views and by trying to carry out the agreements entered into.

Brothers, in making your resolves for the year, let attendance upon meetings be one among them, and if you will not attend resolve that you will not criticise the actions of your brothers who do attend and do the best they can. Our strength lies in unity and we cannot hope to be successful without it. We should endeavor to unite more closely, banish all bickerings and strife from among us, and let brotherly love abide with us.

Brothers, we can be a tower of strength if we would only proceed upon the proper lines, and command the respect of all by the proper conduct upon each other's part, but this can never take place where dissension exists.

We cannot hope to better our conditions unless we have the respect of our officials, and our officials cannot respect us when we are continually fighting each other—petty jealousies and hatred do not abide with a good O. R. C. man.

We cannot hope to have the good will and hearty co-operation of our Grand Officers with so much dissension. We are ex-

pected to abide in harmony and be brothers.

We have in vogue on the L. & N. system an agreement whereby we are paid by the hour with a minimum in freight service, which I think is one of the best rates of pay in this territory. While we have some who kick upon it, you will find as a class these same men would kick if they stayed at home and a month's pay was forwarded to them. They have never really figured out how well they are paid, and as a rule the greatest kickers are those who never attend Division meetings, but transact the most of their business in the caboose among the brakemen or upon some street corner with a lot of engineers and firemen. My brother, if you would grace the Division room with your presence sometimes and register your kicks, you would accomplish more, and not subject yourself and brothers to ridicule. An invitation is cordially extended to all for an increase in our attendance this year.

MEMO.

### Los Angeles, Calif.

I saw nothing whatever in the December CONDUCTOR in defense of the injured local poets—not a hand extended to help them up, not even a word of encouragement—quite the reverse. And while we were stretched prone upon the ground from a solar plexus blow, given direct from the shoulder, by Sister Thomas, along comes P. Q. Liar of Decatur, and taunts us, giving advice as to medical aid; compliments our victorious sister; jeers at us in our embarrassing predicament, and passes on, singing, "She may recover, but she'll never be the same." Close behind follows Brother C. E. Graves, only stopping long enough to pay his respects to Sister Thomas, apologizes for his past efforts at poetry, hurled a "turnip" at our heads and with a "serves-you-right" expression, bows to us and goes on his way leaving us unaided. Then Brother B. A. Sease of Savannah, seeing the "knock-out" blow delivered, applauded loudly and rushed on lest we should come out of it and get on our feet.

But crowning insult of all: Brother G. R. Carson rushes up with the "big bluff" and announces the indisputable (?) fact that the timely advent of Sister Thomas is all that saved us from a more crushing defeat (as if such were possible) at his hands, and he gallantly (?) offers to sit upon us in our helpless condition. Not satisfied with that, he edges up by Sister Thomas, and suggests that the CONDUCTOR be turned over to "them" for two months that we may learn how it should be edited! If our observations are correct, Brother Carson, Sister Thomas would need no help whatever, and since we have never heard one word of complaint against Brother Kellogg, we decline to consider your generous offer.

I would advise, however, that you "test your air," you may start something you cannot stop.

It is hardly fair to compare us boys to Victor Hugo. Fortunes were spent on his education and training. He was a great favorite from birth on account of his nobility and was known as "The Sublime Child."

It was easy enough for him to establish himself as a poet or writer, or in fact, anything he wished to be. No one can reasonably expect you or I to rival his "Rigoletto." I don't know the poet or writer Copperfield you spoke of; in fact, the only David Copperfield I have any knowledge of was a character of Charles Dickens.

I am afraid, Sister Thomas, you are selfishly greedy, and want to devour everything in the CONDUCTOR and because we poor sons of toil are unable to study your "Bernard Shaw" appetite, you get out your old goose gun and take a "pot shot" right in our very midst. Why could you not leave us alone? We were playing in our own back yard, enjoying ourselves hugely, (observe I said "ourselves") when you, like an angry jay, dropped from the clouds to our back yard fence and gave us an *awful* scolding.

Can you not give the man credit who can set to *verse* his trials during a snowstorm on the Ho-Jack? Has he not a *poet's soul*, uncouth though the phrasing may be?

Is the man not to be commended who can *write* a poem "when out of a job?"

Is not the man entitled to some credit who can make *rhyme* from his tribulations during "hard times?"

Be reasonable, Sister. Have you forgotten that little poem:

"'Tis easy enough to be pleasant

When the world goes by like a song—

But the man worth while is the man who  
can smile

When everything goes dead wrong.

For the test of the heart is trouble,

Which always comes with the years,

But the man who is worth the praise of the  
earth

Is the man who can smile through tears."

P. Q. Liar may be correct in his surmise regarding the color of your hair. My frau suffers the same affliction and was once inclined to show that domineering spirit, but now after ten years of happy (?) wedded life with me, a little child can lead her. I can readily understand, Sister, how you, living "far up in the frozen north away"—hibernating, as it were, are so easily nettled. I have been in Livingston, Billings and Arlee—pretty names, aren't they?

I don't wonder at you losing your patience while waiting for what we here have 365 days each year—perpetual spring time.

If you were only here in this glorious climate of southern California, where today our hills are covered with green grass and studded with golden poppy beds; here,

"Where the leaf never dies in the ever-blooming bowers,  
And the bee gathers honey through a whole year of flowers."

That is copied, Sister Thomas. I fancy I saw a nervous movement of your foot and I hasten to explain, lest you train that old goose gun on me and fire the *other* barrel.

But if you were here in the "City of the Angels," you would have such an angelic disposition that you would never have the heart to "bawl us out" as you did.

J. E. CARNES.

### Fort Worth, Texas.

Evergreen Division 57, O. R. C., has elected officers for 1909, also Tygard Division 106, L. A. to O. R. C..

Division 57 was the guest of Division 106 and held joint installation with them December 30, in I. O. O. F. hall. Now, brothers, you who did not attend, missed a grand affair and above all a splendid banquet.

Say, brothers, if you have no wife or sister, you had better get one.

Sister Conlisk in her inimitable way installed the officers of Tygard Division and there was not a hitch in the whole affair. I would like to mention names, but space will not permit.

Wishing all brothers and sisters a happy and prosperous 1909. SAM R. PROUD.

### Bordentown, N. J.

Camden Division 170 held their annual meeting December 20, and it was the most successful meeting ever held. The roll of deceased members was read, showing that there were four called during the year.

We have lost forty-one members by death in twenty-three years and still have 170 enrolled on our books, the same as the number of our Division, which is a singular coincidence.

Remarks were made by Brothers J. W. Bodine, Stationmaster Camden, J. C. Snaker, auditor of the Burlington railway company; A. E. Ludlow, Brother Brien, J. T. Mason and Geo. M. Smith, general chairman of P. Railroad Lines East. Brother Brien created a lot of merriment by his remarks. A recess was taken for a banquet at Halbut's hotel, and were met there by Trainmaster Garrison, Assistant Trainmaster Orr of the W. J. & S. division and General Yardmaster T. S. Sapp of Camden. After dinner, toasts were responded to by

General Chairman Geo. M. Smith, Trainmaster Garrison, Assistant Trainmaster Orr, Flinn, Clapp and General Yardmaster T. S. Sapp. We then re-convened in the Division room and installed the officers for the ensuing year. A collection was taken for charity, amounting to \$18.84. A number of brothers were called upon who made very interesting remarks. Every absent brother missed a rare treat. Brother Smith is an entertaining speaker on the subject of railroading and other Divisions would do well to get him so that their members can hear the most vital subjects concerning railroad men.

Sixty-two visiting members, representing eight Divisions of the Order, were present.

W. W. GASKILL.

### Spokane, Wash.

Please allow me space in the CONDUCTOR to show my appreciation of the prompt manner in which Brother W. J. Ross of the Conductors' Protective Association, handled my case:

I joined the association in June, 1908, and was relieved from service on the N. P. R. in September, 1908. About November 1, I made application for the amount of my policy and a draft for \$500 was issued December 28.

I have this much to say for the Conductor's Protective Association: It is a good thing for the man who is a conductor because he cannot tell at what time he will be asked to retire and \$500 comes in very handy. For the small amount it costs I think every conductor should belong. It may be some would never apply for it, but they can't say how soon they may and if they should stay with it they would have to belong a good many years before they would pay in \$500 and if they are fortunate to last for years, they would be helping some less fortunate and deserving brother who would happen to lose his position and to whom the \$500 would be a great help.

A. J. TAYLOR.

### Chillicothe, Ill.

In looking over the January number of the CONDUCTOR, I see the "big stick" idea of district representation will not down, especially with some of the members of large Divisions. I am a member of a small Division which has ninety-five per cent. of its members in actual railway service and can assure you that we want to be represented at any Grand Division meeting, which would not be the case if this "big stick" idea should carry. It does not cost a member of a large Division a cent more to defray the expense of the Grand Division than it does a member of a small Division. So much for the old cry of economy. If the object of the brothers who are talking

district (mis)representation is to set the O. R. C. back and retard its growth, then do away with the representation and they have gained their object. Why not speak up and say that a few of the large Divisions will go to Grand Division meetings and make laws and if we don't like it we can join the Down and Out club. I have no bone to pick with any brother who voices his ideas, but I am unable to see why it is always a member of a large Division who don't want to come down to an equality with a delegate from a small Division. Remember, you were all small at one time.

I must agree with the brothers that there are delegates who go to the Grand Division meetings for a good time, but that is largely the fault of those who elect them.

I have represented my Division along with delegates who were not in railway service and never expected to be again. Think of lawyers, doctors, dairymen and undertakers making laws for railway men. Does any one think for a minute that their interests are our interests? Those are the men who should never be sent to represent men who are behind the guns and know what they want.

Now for the matter of economy, I agree with the brothers that each Division should bear the expense of a delegate and then this same delegate be given to understand that he was to represent his Division and not to idle his time away at their expense.

J. O. STAKELY.

### Isle of Pines, W. I.

I am not the correspondent for Division 124, but will write a few lines, hoping that some of the brothers of that Division will see them in the Journal.

We arrived here November 29, and sorry to say, have to start back home about February 1, but hope to be able to come here to live in another year.

This is surely the finest climate in the world, and all of the old conductors (and some of the younger ones) should investigate this island as an investment and a place to make a home for themselves. Land is cheap, thirty-five dollars per acre and ten or fifteen acres is enough for a good orange or grape fruit grove and when in bearing the owner is on "Easy street." We are keeping house (two rooms) on our place, cooking on a Cuban charcoal stove and never lived better in our lives. Have 200 grape fruit trees that will come in bearing next year. Have a few samples of fruit this year. Put in our garden December 10, and have had one mess of lettuce. Will eat tomatoes, turnips, potatoes, beets, cucumbers and onions from our own garden before leaving, February 1. Since coming here we have never been without all kinds of fresh vegetables, besides pineapples,

oranges, bananas and lemons. All Americans on the island (about 1,500) are very busy putting in citrus fruit trees, building houses and making general improvements.

Wages here are small. White men on farms, \$1.50 per day; Cuban, \$.25, without board; carpenters, \$2.75. All work nine hours per day.

Any one coming here should have at least ten acres of land all paid for and \$1,500 in cash and I believe they can do well.

T. W. SIMPSON.

### Clifton Forge, Va.

The first of the new year opens with plenty of business and a little snow. The mountain sides are beautiful, the trees bow their heads under the weight of the snow and ice, while the beautiful James winds its way through the gaps of the Blue Ridge undisturbed. We have some beautiful scenes along our line. It is true they have become somewhat old to us, as we travel by and through them so often, but I am sure it would be a grand treat to some of our western brothers if they could make a trip through these mountain gaps, cut out by Mother Nature; and wind their way along the old canal route used many years ago, but now fast becoming a thing of the past.

Our division is 111 miles, then comes the Richmond division of 119 miles, the Clifton Forge division having the mountains on one side and the river on the other. In the spring time you would fail to find more beautiful scenery, as the trees burst forth with new life and the wild flowers burst forth with their fragrant blossoms on the cliff sides; while the wild ducks gather in flocks on the placid James. There was a time when we could not sit quietly and drink in these beautiful sceneries of nature, as we moved along down the line; that time was years ago when the link and pin coupler and the armstrong brake was in use, then it was we were kept busy watching for a break loose, or one short blast from the whistle, which meant for us to get busy. But since the automatic coupler and the air brake has put the old way out of business we have little to do but take in those beautiful scenes.

Sometimes we are disturbed and often unseated by the sudden use of the little brass brakeman who always rides on the head end. He is good natured, if not too quickly disturbed; we leave him in charge of good engineers and they press him into service whenever he is needed, but if he will do the braking we will not kick about a few bruises or the loss of a few fried potatoes.

Division 184 is still doing business. We elected officers for the ensuing year at our regular meeting for the election and they

are as fine as you would wish to see. We look forward to great results this year in the way of bringing our brothers closer together that we may know one another better than ever before. Brothers, we must get together and associate with each other to know the man as he really is. You may just see the bad side of your brother, and don't care to see the good side of his life. That is not doing him justice. Don't condemn him until you know the other part of his life. Come out and let us reason together and see if we can't know each one as our loyal brother.

We feel that our delegate is the right man in the right place.

We see so much from time to time about the home for aged and disabled conductors. I must confess my unfitness to enter into any part of this controversy, but permit me to say that there is but one home for the conductor on this earth. God has so provided for us all that we may have two homes, one here on earth and one in His kingdom if we prove ourselves worthy of that home. But this earthly home is the one we are at present talking about. We may picture the real home in many ways, but the real picture is the home where the little ones and our life-long companion is. Who could call any other place on earth home? See the dear little ones as they are tucked away in that little trundle bed after good night and "Now I lay me down to sleep" has been said. Is there a brother in all this land who could, after his last run has been made, be separated from them and go away to another place and call it home? No, there is but one home. Let us see to it that there is some provision made for the old, worn-out brother and let him stay at home. We hope to see our Grand Division in Boston make herself known as never before in behalf of the disabled brother and not let him in his last days go down in need of assistance.

H. A. CALLAHAN.

### Chicago, Ill.

The trustees of the Grand Division entertained—yes, honored—sure—de-lighted—well I should say yes—Chicago Division I, by their presence and remarks; not only the Chief Conductor and the members, but you should have seen the smile on Charlie Warren's face—say, you never saw a smile on a negro minstrel as broad as Charlie's. Well, the bouquets they threw at yours truly were saturated—attar of roses not half as fragrant. I had not seen or met them since the Grand Division met in St. Louis in 1891, and as we had fought a few O. R. C. battles together in New Orleans, Toronto, Denver and Rochester, where we won with the slogan "Now or Never," reminiscences were numerous. Am sorry

about 400 more were not present to hear their "remarks." Come again, brothers. You know now from your visit that attending a regular meeting of No. 1 is just like attending an early session of the Grand Division, only No. 1 does more for the Order in general than many of the earlier sessions of the Grand Division did. Now that is a pretty broad assertion—but say—after what you saw being done in No. 1, candidly, am I not about right—eh?

Brothers Condit, Archer and Baker, what do you say? Brother Archer enlightened the boys on the sixteen hour law and its application—Brother Condit quoted the bible and Brother Baker never moved "the previous question"—Pinney would not entertain it and no use of appealing. We were all glad to have them present and hear from our Chief Conductor, and Brothers Kilpatrick and Rexinger and a few of No. 1's lesser lights. They left us with a little idea of the "easy marks," those who are "leaned upon," as Billy Welch of the "Kaw" says. How those "easy marks" show acts of charity—how they cheer and assist the true brother who is in need or distress. What the Chicago Council is and does and its results, they have heard and seen and we believe they have left us with the idea that we are No. 1 all right, and setting an example that the Order appreciates and will "take stock in," foster, and promulgate. When the results of the actions of the Council were given them, and its cost, they were amazed and felt it was "the way I had often sought."

Chicago Divisions, members of the Council—and I will add Division 96 of Aurora, as she has joined—through their delegates at Boston will ask the Grand Division to aid the Council financially for the coming two years and we think we can demonstrate to the Order in general such success and results that at the next session of the Grand Division a permanent plan will be adopted making it one of the good features of the O. R. C., same as our insurance and relief departments, and shut off "Veritas'" weak and defenseless organizations. Our Order is what we make it, and I believe we are rated A1 as a specimen of American railway organizations, and let us keep it A1 and keep abreast of the times. Mr. E. W. Horton of Bellevue, Ohio, in his article, "Hire One Promote Two," says our Council is a "high and lofty movement," etc., and says such patriots as these "make conductor's interests win" and help to build for the class that force of circumstances are forcing down and out. We know here in Chicago pretty nearly what conditions are in the American railroad world. Don't any brother lose sight of this one idea, that the membership in Chicago are wise to every movement made on the American railroad

checker board—even politically. To the member of the Order who is wise the fact that we have got to get into the American political game, should be firmly established in his mind. This is also provided for in the laws of our Council. We go into the political game as American citizens for what is for the good of our fellow conductors and our organization.

Brothers Veritas and Newton are having a little tilt in our fraternal. I do not approve of their sarcasm. Brother Veritas is very sincere in believing "direct legislation" to be the solution of our desires, in the welfare of the man who does not ride in an auto, but works for a living. I believe in "universal education," and a man getting such a remuneration for his labor that he may give his children an education in progress of the age in which we live and that our labor organizations should help him to get it. Mr. E. H. Harriman, in the public press, says he prefers the high school young man to the college bred man. Mr. Harriman is now king of American railroads. Well, "*I don't know*"—President Roosevelt, the leading man in this country, is college bred and is raising his boys the same. Mr. Taft, President-elect, is college bred—I guess college bred is an example our first men of the AGE give us. I have thought very seriously of what "Veritas" wrote about W. C. Brown and nine cents. "*I don't know*." Robert Ingersoll, the greatest campaign orator, said of Christianity, "*I don't know*." His opponent says you believe Ingersoll—"He don't believe there is a God," and Ingersoll's influence with people fell flat, yet Ingersoll lived a moral, model, consistent life.

"*I don't know*." There is launched in Chicago an association known as "The American Railroad Employees and Investors Association." The B. of R. T. lost Mr. Morrissey and the O. R. C. Mr. Kellogg, who are connected with it. Of course brighter prospects, pleasanter surroundings and conditions, and better salary were the inducements. W. C. Brown and other railroad officials have given it their support. "*I don't know*." Mr. Brown in a public speech says, "I have not a dollar invested in American railroad securities, I invest in land, etc., in Iowa." Since he made that speech he has been elected—presumably by the king, Mr. Harriman—to the presidency of the New York Central and the Lake Shore. To be president he must own at least one share of the capital stock of each corporation. Perhaps the companies gave them to him. Now if Mr. W. C. Brown don't like to invest his money in the corporations he handles, but prefers Iowa real estate securities, he is either influenced by Mrs. Hetty Green, or else the investments Mr. Morrissey and Kellogg, etc., recommend to the railroad employees

of our organizations are not as good as Iowa dirt and Iowa plasters. "*I don't know*."

Why not suggest to the big army of employees of the steel trust to invest in a little steel—then read what Tom Lawson says of little steel. One man in Wall street buys and sells little steel and milks the American public of one or two points every day—he says 60 or 58 is high and that it really is not worth 30. Help the steel trust employees buy her stock—one man in Wall street milks you of your nine cents. "*I don't know*."

The Illinois Central, under Mr. Fish, had a plan for the boys to buy I. C. stock. Mr. Fish says I. C. will be exploited if Mr. E. H. H., the king, gets control. Will the king exploit it? "*I don't know*."

Let us as an organization look out for our own interests. It will take more than the salary for two or three men to get the whole gang in line, and if our presidents or other officials leave us for better salaries we will find a man to fill their places, as we found in 1890 on the banks of the Genesee. "*I don't know*."

I don't think we are weak and defenseless. We are American citizens and enjoy the rights and privileges of such; we command respect and confidence of employer, public and fellow organizations, and if "you can fool all the people all the time"—"I DO NOT KNOW." "MURAT."

### New Castle, Pa.

I would like to have some of the brothers who, year after year, read the Statutes, and also help to revise them at conventions, advise Division 326, through the Conductor, which Division of the Order has jurisdiction over a member coming into this territory and going to work on the Penna Co. Road. Or the B. & O. Road.

Division 326 is located at New Castle, Pa., the division headquarters for the Erie and Ashtabula division of the Penna Co., west of Pittsburgh, and Division 64 is located at Erie, Pa., one end of a "leg" of the division of the P. R., and Division 73 is located at Ashtabula, Ohio, the end of another "leg" of the division, and Division 270 is at Youngstown, Ohio, between New Castle and Ashtabula, while Division 114 is located at Pittsburgh. Each of the Local Committees of Adjustment have jurisdiction over the E. and A. division. The New Castle division of the B. & O. runs from N. C. Jct. to Chicago Jct., 147 miles, with a branch from Ohio Jct. to Painesville, 55 miles, and another from Lodi to Millersburg, 38 miles, with headquarters at New Castle, Pa., eastern terminus. The Pittsburgh division, B. & O., is from Connells-ville, Pa., to New Castle Jct., Pa., 111 miles, and includes the "Pike" from Glenwood, Pa., to Wheeling, W. Va., 60 miles. Divi-

sion headquarters at Pittsburg, Pa., about the center of the territory. Now, Division 217 is located at Allegheny, Pa., Division 218 at Glennwood, Pa., Division 357 at Connellsville, Pa., and Division 326 at New Castle, Pa., and Division 292 at Chicago Jct., O. Divisions 292, 326, and 217 have members working on the N. C. division, and Divisions 326, 217, 281, and 357 have members working on the Pittsburg division. Divisions 217, 326, and 292 have members working over the Cleveland division also. Now if any of these members get into trouble on one of these divisions of the road, what Local Committee handles his case before the officials?

Section 49 of the Statutes is not plain enough, and even the note of explanation at the bottom does not make it clear what Division of the Order has jurisdiction where there are two or more Divisions of the Order on one division of the railroad.

It does seem queer that such conditions are allowed to exist, for the result is contention and strife among the men; what one Division wants, some of the others are opposed to, and so on, while the officials appear to have everything their own way, because the members of the Order do not get together. Why not make the law read that (see line 32 page 44 Statutes) "members of the Order who are engaged in railway service, excepting those holding official positions *shall* be members of the Division of the Order in whose jurisdiction they are employed; and the Division of the Order located *at, or nearest to* division headquarters, shall have sole jurisdiction over that division of the railroad."

Our delegates to the convention come home and tell us they cannot get measures through the jurisprudence committee; that all the committee seem to have at heart is the Mutual Benefit Department, and that it is impossible to get relief excepting by appeal to the convention as a whole.

If such is the case, it would be better to have *two* jurisprudence committees, one for the *living*, and one for the *disabled* and *dead*, for the living want to be taken care of so they can earn money enough to take care of the dead. We hear there will be great doings at the convention, so we will wait and hope for the best.

S. M. ELLSBAD.

### Kansas City, Mo.

While reading so many good loyal letters in the CONDUCTOR, and having known and worked side by side with so many of the very best men in our beloved Order, whose only aim in life was to build up such a superstructure as the magnificent organization that so many are righteously proud of, I am sometimes at a loss to understand why there are so many (while there are

but few) who seem to think that the architects who planned this organization were short-sighted in its construction; or they have surely lost sight of one important thing in this magnificent building: Namely, my personal interests that should stand out ahead of every other thing, or every others' welfare. I am compelled to think this way from my personal observations of the actions of some of our membership, who from time to time bob up and want us to over-ride every mandate of our Order, its laws and edicts, simply to satisfy their personal hatred for those they have sworn to protect. Then when one of these disturbers of our peaceful quietude is summoned to appear for discipline, some good brother stands up and tries to defeat the just enforcement of our laws by trying to impress upon the minds of the brothers that the offending brother was a good member. I often wish our brothers would not let their common sense be over-ridden by their sympathy, but by all the forces of our organization maintain its dignity and high calling regardless of all other considerations, understanding that it were better that one man, or any one set of men, suffer for their misdeeds than that our beloved Order suffer defeat from their misdoings.

Brothers, let us stand together and uphold this beloved Order in defiance of those whose lives are so bound up in their selfishness, and thirst for revenge upon their supposed enemy, always remembering that the O. R. C. was created by men of the very highest ideas of broad-mindedness, to up-build and not to tear down, and to deliver discipline when it is deserved, ever ready to forgive the erring one when he shows that he has truly repented of his wrong doing, and always maintain the high moral standing of the Order of Railway Conductors above every other thing because it is founded upon righteousness.

WILLIAM WELCH.

### Newberry, Pa.

Please mention in THE RAILWAY CONDUCTOR this month that the twenty dollar gold piece given away by Division 488, went to holder of number 43760.

J. F. CUPP.

### Danville, Ill.

Our membership comes up to a standard never reached before. Everything on the C. & E. I. is moving along very nicely with the exception of an occasional ten or thirty days going around and we attribute this to plenty of men and plenty of "clerks."

The reply to some questions in the CONDUCTOR last month was appreciated by all our members, particularly the one in regard to Train No. 95.

H. D. LAWRENCE.

**All Nations Mourn.**

On the straits of old Messina  
Two cities stood in sight,  
In peaceful slumbers dreaming  
Throughout the starry night.  
Dear ones dreamed and slumbered—  
They had no thought of fear—  
The crash came quick upon them,  
That cost them, oh, so dear.

The greatest of all quakes fell  
On Sicily's sunny clime  
And many thousand lives went out  
In just a moment's time.  
Many tears are shed for her,  
And nations long will weep—  
In sympathy remember you  
That mourn for those who sleep.

All nations now are bowed in grief,  
They mourn her loved ones dead;  
The helping hand will strive to give  
While pathetic tears are shed.  
Many prayers for her ascend;  
Will reach the throne of grace,  
Asking for God's blessings  
Upon this stricken race.

Division 96. W. I. LEGGETT.

**Highland Park, Ill.**

The following donations have been received at the Home for the month of January:

**O. R. C. DIVISIONS.**

4.....	\$ 25.00	259.....	\$ 12.00
28.....	10.00	270.....	12.00
33.....	10.00	363.....	12.00
66.....	10.00	397.....	10.00
153.....	12.00	424.....	3.00
171.....	12.00	448.....	5.00
178.....	12.00		

TOTAL....\$145.00

**L. A. TO O. R. C. DIVISIONS.**

I.....	\$ 7.50	168.....	\$ 3.00
13.....	3.00	181.....	20.00
28.....	12.00	214.....	3.00
39.....	6.00	239.....	5.00
43.....	3.45	242.....	3.35
66.....	5.00	249.....	5.00
154.....	10.75	261.....	3.00
165.....	8.75		

TOTAL....\$ 98.80

**SUMMARY.**

O. R. C. Divisions.....	\$ 145.00
B. R. T. Lodges.....	201.35
B. L. E. Divisions.....	377.45
B. L. F. & E. Lodges.....	144.50
L. A. C. Divisions.....	98.80
L. A. T. Lodges.....	23.60
G. I. A. Divisions.....	73.00
L. S. to B. L. F. & E. Lodges.....	25.00
James Costello, No. 270 O. R. C....	1.00
Alfred S. Lunt, No. 456 B. R. T....	1.00

F. S. Barnes, No. 28 B. R. T.....	1.00
Gideon Hawley, No. 3 B. L. E.....	1.00
Proceeds of raffle given by No. 524	
B. R. T., by C. S. Booton.....	25.00
Grand Lodge Ladies Society to B.	
L. F. & E., by Mrs. Mary DuBois	200.00
E. Muentner, No. 91 B. L. F. & E....	.75
Union Meeting held by No. 165,	
G. I. A.....	3.00
P. F. Murname, No. 804 B. R. T....	1.00
W. J. Van Hess, No. 193 B. L. E....	2.00
From Members of No. 498 B. L. E.	8.55
Station No. 20, Portage, Wis.....	1.25
J. P. Hagen, No. 156 B. R. T.....	1.00
J. Fabin Laredo, Texas.....	4.99
Dividends on Stock donated by	
Hamilton Carhartt, Detroit, Mich.	4.20
Brothers O'Neil, Shaw, Freeman	
and Wrede, 447 B. R. T.....	1.00
Grand Lodge of the B. L. F. & E.	
by A. H. Hawley, G. S. & T....	864.31
John Birk, No. 40 B. R. T.....	.25
Proceeds of Penny Drill, No. 376	
G. I. A.....	4.00
Total .....	\$2,214.00

**MISCELLANEOUS.**

20 shares of capital stock, donated by  
Hamilton Carhartt, of Detroit, Mich.  
One barrel containing clothing from Mrs.  
J. H. Scott, Crestline, Ohio.

Respectfully Submitted,  
JOHN O'KEEFE,  
Sec. & Treas.

**Concord, N. H.**

At our regular meeting in November we elected officers, and on January 17, 1909, they were installed. All are first-class men, and all of good character. Now if the officers and men will just put our motto into operation and not let any enmity crowd into our hearts, I see no reason why we cannot have a prosperous year for 1909. We must also remember that one alone cannot make it a success; it is the little that each one can do that will bring out of our Order, Fidelity, Justice and Charity in Perpetual Friendship, and may every brother try and help every other brother, even though it be small, and have that brotherly love that we should have way down deep in our hearts, not on top. Our Heavenly Father has always shown to us that when we cannot help ourselves he is always ready to pick us up and hold us up until we can stand.

Come brothers, all join hands this new year and see who can attend the most meetings for 1909; it will do us all good to get into the lodge-room and greet each other, and see who can be the most useful.

Brother W. M. Clark, Third Vice-President, made us a visit, and did me a lot of good, and I trust he did all that were privileged to hear the very interesting talk that

he gave us. It was a positive fact that we had been neglected so long we were like a flock of sheep without a shepherd. And how much more interesting the work would be if we would practice it every meeting, and then all the brothers could become familiar with it, so that if they were called upon to assist, they would know just where to take hold of the goat and not get hurt.

I am very sorry to announce that death has visited four of our homes in the past twelve months, and four of our brother conductors have been taken from among us. We hope that every conductor was prepared so that when the cords of this life did break, they could hear our Heavenly Father say, "well done; enter ye into the joy of thy Lord." F. O. BROWN.

### Jacksonville, Fla.

Once again has time in its relentless march taken toll of one more year of the small number allotted to man, and I can but think of the difference with which the taking of this toll is viewed by humanity in general. To the young girl just blooming into womanhood, or to the boy just about to reach that mecca for which all boys crave—the age of twenty-one—the taking of one year from their number is a glad-some event, and is looked upon as an addition reached, rather than a subtraction. Those of us who have passed this stage, who have been out in the world, experienced its cares, hardships, sufferings, joys and pleasures, can, but in looking back and taking silent communion with ourselves, seeing the things left undone that should have been done, and doing many things that should not have been done, view with a tinge of sadness or regret the taking of this toll.

Custom, however, has about made it compulsory on every one to be happy or assume happiness on this, the birthday of a new year. And when rightly diagnosed, happiness is a mere matter of will, and it is as easy to go through the world wearing a smile, as it is a frown. "Laugh, and the world laughs with you, weep, and you weep alone," is true, and if many of us would only think of this and practice it, we would ride over the old road reported in bad shape, with innumerable slow order signs, danger signals, etc., scattered along, and when we reached our journey's end, refer to it as the best piece of roadbed we were ever on, ninety pound rails, stone ballast, no dust, etc.

Many I know have already made "New Year Resolves," and I hardly think I will be far from wrong when I say nine out of ten who made them, did it selfishly. Did you not resolve to quit doing something that affected you alone? And in many instances things you should have quit doing

before New Year? Such as drinking, cursing, etc.? While any attempt to live better is commendable, let us for one year at least, lose sight of self. As husbands and wives let us resolve to be more considerate of each other's feelings, hold our tongues, and leave unsaid lots of little things we were wont to say, that perhaps sounded harmless, but that "cut like a two-edged sword." Let us become better acquainted with our children; enter more into their little lives; help them with their games and studies; cure their daily hurts and injuries with a kiss, and relate to them just how badly you were hurt when you were a boy or girl. Those of you who have no children can still get in the game by interesting yourselves in some one else's children. In doing this we make others happy and become happy ourselves, and if every one was happy, what a great old world this would be. So let us all resolve for one year at least, to laugh and do all in our power to make others laugh.

St. Johns Division, with a feeling akin to this, decided that it would let the wives of the members enjoy with us our annual banquet. So pursuant to previous arrangements, after meeting and installation of the new officers, further business was suspended, and we adjourned to the "Woman's Club" building, where the reception committee had been receiving and taking care of the ladies until the "bosses" came. Brother A. S. Beville, who is now proprietor of the "Clover Leaf" bakery and cafe, had, for the love he has for 196 and a small monetary consideration, agreed to look out for all hungry conductors and wives. Contrary to our usual custom, all were seated and the announcement made that on account of a "washout" ahead the time for dinner hour had been lengthened indefinitely. From soup to "possum and taters" every signal blown for a new course, was answered by the wave of the hand from all, commonly known as the "high-ball." Brother W. H. Sebring being mayor of our city, and accustomed to attending functions of this kind, welcomed the ladies in a most happy and eloquent manner, and while he has the reputation of being a good talker to men, I think the ladies are his strong suit. After spending two or three hours together we wended our several ways home, each one of us, as the "crackers" say, "plum full of grub." I know I voice the sentiment of all present, when I say the banquet was a success.

Division 196 is starting off the year with bright prospects. New members coming in quite often; Division treasury in good shape, officers first-class and attendance fairly good. The latch string hangs outside the door at all times, and a hearty welcome awaits a visiting brother, and if by chance misfortune overtakes him while in our

midst, Brother W. H. York, who can usually be found in the conductor's room at the union station, is ever ready to lend all assistance in the way of advice, etc., and a sum of money, usually \$2.00.

The grim reaper has again visited the F. E. C. Ry., and taken one of our old landmarks, Brother H. E. Bugbee. "He was faithful to every trust."

Now a word or two as to one thing the Grand Division should do at the coming session in Boston, and as it is a good business proposition it should not take up much of its time. Let us buy, or build, a home for permanent headquarters, select some city centrally located if possible—preferably Washington—but don't let the location defeat the project, and assess each Division one dollar per member for this purpose. Many Divisions are already collecting more local dues than are needed, and can pay this amount with no further assessments on their members; 50,000 members can in a few years, with no hardships on any one, build and pay for this home. Build it large enough to forever take care of the business of the Order of Railway Conductors. Let the top floor be a hall big enough to take care of the sessions of the Grand Division. That part of the building not needed for the business of the Order can be arranged for renting purposes.

The custom of holding the Grand Division in a different city each time is all wrong from a business view. Each city naturally tries to excel in the matter of entertainments, etc., and as a consequence, much time is consumed. The sessions of the Grand Division are a business proposition, the delegates are elected to transact business, and there is no more reason why elaborate preparations should be made for the entertainment of the delegates, than there should be for that of Congress or the Legislature in the different states. With a permanent headquarters the sessions of the Grand Division would become a matter of business and much time and money would be saved. District representation is all right (though I am "agin it") and so is Division representation, but the sooner we get down to a business basis and cut out mixing business with pleasure, the sooner will we stand, as we should, an example for all labor organizations to follow. Establish the headquarters, have the Grand Division meet bi-ennially as at present, have the delegates go there and transact the business and then go home. As the sessions of the Grand Division cost so much per minute, the time consumed in listening to the speeches of invitation from the different cities, voting thereon, etc., consumes enough money to soon pay for a building.

Division 106's delegate is coming to Boston to push this move, and we trust will meet with sufficient co-operation to carry

it through, and when this is finished, we can then take up the other questions, such as what to do with the old conductors, etc., for it is hardly possible for us to know what to do with the old conductors, numbering thousands, when it is admitted by two-thirds of the correspondents for the CONDUCTOR that the sessions of the Grand Division, composed of between four and five hundred, are growing unruly, and too big to handle, and it only meets once every two years.

Now, brothers, think of this, talk it over in your Division meetings, under the head of "Good of the Order," and if you think it a good thing, instruct your delegate to help *push*. I want to go to the Grand Division as delegate in 1913, and I want to visit the President, Secretary and Editor, in their own offices, owned by the Order of Railway Conductors. W. B. W.

### New Castle, Pa.

New Castle Division 326 is doing fine, even better than should be expected under the circumstances, owing to the business depression of the past as well as at present, but every thing is looking some brighter, and we look for a speedy increase in railroad traffic. As far as the increase in membership in our Division is concerned, we congratulate ourselves very much.

At our regular meeting January 1, 1909, we had five candidates who were elected and became real conductors at this meeting, and their initiations were conducted with grand success. We have other applications awaiting action and we expect many more applications soon.

Our meetings are very well attended, considering the weather in this section, which I suppose is due to our good meetings, as a good many of the members are still young, or at least have young ways, therefore would rather be inside from the undesirable weather, but we will try and take care of the boys to the best advantage, and furthermore we should look after some of the older members and keep them out of the disagreeable weather on meeting nights.

Our election and installation of officers went through nicely, and we are very well pleased with our new officers.

I would like to say a few words through the CONDUCTOR in regard to our General Committee for the Penna Lines West, and its chairman. We should help them to our utmost ability. This committee is now in session and we should help them in every way possible. The Penna brothers of 326 are now and have been doing a great deal of hustling for the past three weeks, which, we expect, will assist their committee to a great extent, and we advise all Penna line men to work, too, for our pro-

tection in the future. This should apply to other lines too.

I would like to say a few words in regard to our fraternal department in our CONDUCTOR. I am very well pleased with the way our brothers express their feelings on many subjects. For instance, Brother L. W. Welch's note in regard to the home for the old conductor, and Brother J. N. Hicks in regard to the Railway Conductors Protective Association, which I think is something grand.

In closing, I wish to say that we all should get busy gathering details for use in discussion at the next meeting of our Grand Division.

F. E. WADDELL.

### City of Mexico, Mex.

I wish to express my sincerest gratitude to Brothers D. R. Caffey, Thomas Kilpatrick, W. A. White, and Brother C. N. Goodwin and wife for the kindness rendered during the illness and death of my beloved wife, which occurred December 24, 1908.

E. F. WIESSNER.

### Russellville, Ky.

The infant Division 544, is still growing, and kicking up its heels for its bottle, (of milk). Three new members have brought their train into the "shed" lately, and we are ready to head any more wanderers in that may arrive. We have twenty-two members now, and meet in one of the handsomest lodge rooms in the state, which belongs to the Knights of Pythias. There has not been a meeting that was not well attended. The officers receive the heartiest co-operation of the members, and, to quote Brother J. D. Keen, "having both oars in hand our little canoe glides swiftly and surely forward." Brother Keen is our L. & N. chairman, and honored our Division with his presence last evening. We were all attention while he spoke at length on

matters of interest to all. He made himself so entertaining he was repeatedly called to the floor and if he would have stayed, the members would have listened to him all night. Don't forget the date, brothers, first Monday and third Sunday.

W. M. WHITAKER.

### "The West End."

Well, there's no coal at Coalburg, that's the start.  
But guess there's a "Little-ton" at "Lockhart."  
"Bankston" banked the fire there, under the tank,

And someone said the Ferns are out at "Fern-bank."

Take the hole at "Jefferson" "Togo" west.  
Fill up at "Brookside," I think it's the best.  
The "Y" in Republic is B. O.

Over "5 mile" bridge go 2 miles slow.  
A trestle on fire just east of Burnwell.

"Doliska" to me as this I tell?

If there's N. A. N. A. loads at "W. R."

We swap them for dumps away below par.

Says they found a broken rail at "Lost Creek."

A "Mill-port" in that air valve seems to leak.  
When we are hungry, there's "Berry" and "Cunningham";

And we'll sleep at "Cove-inn" to keep in tram.  
You don't need a "Cardiff," the board is white at "Red Star."

And keep 'em a-going it up hill as far  
As "Davis Mines" his own business and should,  
If he didn't, we'd need 'bout ten "Cord-ova" of wood.

To take one of these "Jacks" up "Horse Creek" hill,

An "Oakman" would "Parrish" "Steens" times for fair,

If it wasn't for Mr. Westinghouse and his air.  
Your name is "Columbus," did you say?

Well, whistle for "America" half mile away.

And keep the slack out passing "Standard."

'Twill wake the "flaggy"; he won't land hard.

We'll head in and back out for passenger trains.

Tote, knuckles, pins, air hose and chains,

Come in, rest up, and try it again.

W. C. DEUEL.

### The Modern Prayer.

Oh, Lord, I come to Thee in prayer once more  
But pardon that I do not kneel before thy gracious  
presence—for my knees are sore,

With too much walking. In my chair, instead,  
I'll sit at ease and humbly bow my head.

I've labored in the vineyard. Thou dost know  
I've sold ten tickets to the minstrel show,

I've called on fifteen strangers in our town,

I've baked a pot of beans for Wednesday's tea—

An "Old Time" supper it is going to be,

I've dressed three dollies for our annual fair,

And made a cake which we will raffle there.

Now, with Thy boundless wisdom, so sublime,

Thou knowest that these duties all take time.

My children roam the streets from morn till night,

I have no time to teach them to do right.

But Thou, O Lord, considering my cares,

Will count them righteous and heed my prayers.

Bless the bean supper and 'ae minstrel show

And put it in the hearts of all to go.

Induce all visitors to patronize

The men who in our programme advertise.

Because I chased the merchants till they hid

When'er they saw me comin'—yes they did.

Increase the contribution to our fair,

And bless the people who assemble there;

Bless Thou the grab-bag and the gypsy tent,

The flower table and the cake that's sent.

May our whist club be to Thy service blest,

The dancing party gayer than the rest,

And when Thou hast bestowed these blessings—  
then

We pray that Thou will bless our souls.

Amen.

## "Squirrely Miller's Famous Ride."

BY H. M. CAIN, COLUMBUS, OHIO.

I've listened to the orators who told of Paul  
Revere,  
And the famous ride he made by night, and never  
thought of fear.  
I've heard them tell of Sheridan who made that  
famous ride,  
When "Rienzi" took him there in time to turn the  
battle's tide.  
Then turning to the classical, they'd speak of  
ancient Rome  
And the trips afoot Celerus took on business for  
the throne.  
I thought I knew all famous rides that men had  
ever made,  
Until I heard of Miller's ride—it sent them all  
to shade.

His "run" was due from Vernon town about the  
break of day.  
One morn' it came and stopped and went and  
"Squirrely" snored away.  
The train was nearing Millersburg when the  
caller dropped around,  
And yelled for "Squirrely" once or twice and then  
began to pound.  
Now "Squirrely" heard it while he slept and fin-  
ished out his dream  
Of lightning's flash and thunder's roll and over-  
flooding stream.  
He dreamed that he was washed away, but caught  
upon a stump,  
And knew he'd never reach the land without a  
mighty jump.

So jump he did, while yet he slept, and landing  
on the floor,  
Awoke and heard the caller's shout and pounding  
on the door.  
"Your run has gone," the caller cried, "and now  
you'll have to hike."  
"Not on your life," old Squirrel replied, "I'll  
catch them on my bike."  
All this took place a year or two before the rural  
'phone  
Was hung on every fence and tree and rang in  
every home.  
And this, dear friends, is scene the first, the cur-  
tain here rings down,  
As "Squirrely," in a cloud of dust, rode out of  
Vernon town.

Then Taugher asked of Porter what he thought  
the chances were,  
If "Squirrely" could maintain a speed that set  
the sight a-blurr,  
And Porter said he truly thought that "Squirrely"  
would have his fill  
By the time he reached the steep ascent this side  
of Haven Hill.  
We set to calling Gambier up by means of tele-  
graph,  
And told them "call" when "Squirrely" passed,  
and then to help us laugh.  
He called ere we could turn around, and said upon  
the wire,  
"A cloud of dust went through the town emitting  
streaks of fire."

"We don't believe he'll catch the train, the chances  
look too slim."

Then reverting to the cloud of dust, asked if we  
thought 'twas him.

We told him "Squirrely" rode a bike that geared  
at 99,

We'd call each station in its turn as he rode up  
the line.

Through Howard still he kept the pace, at Dan-  
ville 'twas the same,

At Haven neither man nor bike showed signs of  
going lame.

His speed was such it waved the trees and swept  
aside the grass,

As with a wild cyclonic rush, he tore through  
Baddow Pass.

By Glenmont, like the fast express or flight of  
mallard duck,

And kept it up on through the town where once  
they killed a buck.

He coasted into Millersburg, where good old demo-  
crats

Are thicker than are ragged kids in Harlem's  
highest flats.

'Twas there he stopped and ate a lunch and  
flirted with a girl,

And quiet as those Amish are they asked concern-  
ing "Squirrel."

He tossed a coin upon the board and jumped upon  
his bike,

And paralleled the line again along the dusty  
pike.

A "Sherlock," from his Homesville home, saw  
"Squirrely" passing through,

Deduced the speed, but missed the rate, though  
"Squirrely" never knew.

At Fredericksburg a lady fair presided on the  
wires,

Kerboomp, kerboomp, was all she heard from each  
of "Squirrely's" tires.

We asked her if she really thought that "Squirrel"  
would swim or sink;

She answered like they always do, "so sudden, let  
me think."

At Sugar Creek the bridge was out, he had to go  
around,

'Twas thus he ran around his "run" and beat it  
into town.

He met the boys at the cab—imagine their  
chagrin.

No chance to give old "Squirrel" the laugh, for  
he had beat them in.

They asked how fared it with the bike; said he,  
"I think I'll dock it;

I lost the wheels just south of town and finished  
on the sprocket."

The world will praise the ride of Phil and that of  
Paul Revere,

Until they hear of "Squirrely's" ride and give the  
louder cheer.

I think I'll tell the speakers all, from every hill  
around,

That "Squirrel" as well as Phil and Paul, should  
justly be renowned.

# List of Delegates and Alternates to the 32d Grand Division

Boston, Massachusetts, May, 1909.

DIV.	LOCATION.	DELEGATE.	ALTERNATE.
1	Chicago, Ill.	Hendershot, W. L.	Baldwin, G.
2	Buffalo, N. Y.	France, O. D.	Slattery, M. C.
3	St. Louis, Mo.	Burch, J. O.	Bodley, A. G.
4	Oskaloosa, Iowa	Russell, J. W.	Peacock, Jas.
5	Baltimore, Md.	Freed, J. B.	Bair, B. T.
6	Battle Creek, Mich.	Carey, M. C.	Shepard, A. E.
7	Houston, Texas	Moore, J. S.	Davis, W. D.
8	Rochester, N. Y.	Welch, J. H.	Kerner, G. E.
9	Elmira, N. Y.	Stickles, C. E.	Rothwell, J. A.
10	Sayre, Pa.	Sheldon, C. W.	Gillan, F. D.
11	Newton, Kans.	Vaughn, H. C.	Young, C. W.
12	Scranton, Pa.	Howley, D.	Rogers, F. L.
13	St. Thomas, Ont.	Hastings, K.	Ryan, M. S.
14	Cleveland, Ohio	Myers, E. A.	Aldrich, W. C.
15	Stratford, Ont.	McHoffie, D.	Gordon, R.
16	London, Ont.	Bennett, B. W.	Heath, H. J.
17	Toronto, Ont.	Stuart, C.	McMillan, D.
18	Temple, Texas	Garlick, Ed.	Smith, H. W.
19	Elkhart, Ind.	Darling, W. H.	Witwer, H.
20	Collinwood, Ohio	Pierce, R. W.	Davis, S. O.
21	Creston, Iowa	Crowder, J. F.	Flint, C. A.
22	Sanborn, Iowa	Hoxie, E.	Harmon, R. P.
23	Tamaqua, Pa.	Taylor, R.	Ingram, W. A.
24	St. Albans, Vt.	Lampman, H. N.	Sturtevant, J. A.
25	Ogdenburg, N. Y.	Webster, F. W.	Prichard, E. A.
26	Toledo, Ohio	Jones, A. B.	Kline, A. E.
27	Hamilton, Ont.	Todd, Thos.	Shepherd, E. C.
28	Atchison, Kans.	McCarty, J.	Ford, T. G.
29	Ottawa, Ont.	Wright, A. E.	Morris, J. B.
30	Burlington, Iowa	Henderson, S. M.	Robinson, R. W.
31	Meadville, Pa.	Purple, S.	Quay, C. J.
32	Clinton, Iowa	Steele, G. H.	Speer, W. F.
33	Boone, Iowa	Wooster, S. M.	Phillips, J. H.
34	North Platte, Neb.	Weston, E. G.	Mecomber, S. C.
35	Pueblo, Colo.	Thomson, W. B.	Tolman, C. S.
36	Phillipsburg, N. J.	Titus, L. P.	Fishbaugh, C.
37	Des Moines, Iowa	McGrath, N.	LaToor, J. C.
38	Hannibal, Mo.	Ledford, R. F.	Birdsall, J. L.
39	St. Paul, Minn.	Fitzgerald, C. E.	Ellerbeck, H. P.
40	Blue Island, Ill.	Dee, E. W.	Kroy, D. H.
41	Trenton, Mo.	Goldrick, M. P.	Munsey, E. J.
42	East Syracuse, N. Y.	Wilcox, W.	Garber, C. T.
43	Denver, Colo.	Jenks, J. B.	Elliot, F. D.
44	Oneonta, N. Y.	Miller, F. W.	Griffin, C. E.
45	Milwaukee, Wis.	Mitchell, C. W.	Mills, H. M.
46	Winnipeg, Man.	MacMartin, A.	Lamb, D.
47	Detroit, Mich.	Lyon, G. H.	Carney, J. B.
48	Moberly, Mo.	Riley, Sam	Jacks, J. C.
49	Hartford, Conn.	Curtis, H.	Hinman, Chas.
50	Tyrone, Pa.	Cowen, S. C.	Minary, T. S.
51	Port Jervis, N. Y.	Welch, Tim	Conway, M. J.
52	Denison, Texas	Arthur, R. T.	Barton, M. S.
53	New York, N. Y.	Cramer, C. D.	Hardy, C. H.
54	Kansas City, Mo.	Petty, C.	O'Connor, T. A.
55	Albany, N. Y.	Robertson, G. A.	Thomas, C. M.
56	Ft. Worth, Texas	Bogert, M. S.	Weiler, G. W.
57	Cedar Rapids, Iowa	Parker, E. D.	Nauholz, J.
58	Texarkana, Ark.	Johnson, C. R.	Sanders, Z.
59	Sedalia, Mo.	Campbell, C. R.	Bower, J. H.
60	La Crosse, Wis.	Cutting, W. A.	Ryan, J. M.
61	Lyndonville, Vt.	Cusson, R. J.	Humphrey, A. E.
62	Durango, Colo.	Gogarty, B.	Sanders, Grant
63	Erie, Pa.	Hendricks, J. B.	Roney, H. D.
64	Pittston, Pa.	Lavelle, P.	Donahue, J. P.
65	Portland, Maine	Jeffrey, E. J.	Thompson, W. L.
66	Waterloo, Iowa	Kelley, G. D.	Searles, H. G.
67	Baraboo, Wis.	Hayes, W. A.	Dower, J. H.
68	El Paso, Texas	Long, J. H.	Bell, J. E.
69	East Las Vegas, N. M.	Creswick, H. L.	Chapman, E. P.
70	Columbus, Ga.	Chipley, G. W.	Reichert, J.
71	Jamestown, N. D.	Patterson, W. J.	Bertrand, F. I.
72	Ashtabula, Ohio	Belden, A. E.	Chapin, A. H.
73	Decatur, Ill.	Scott, F. H.	Oldridge, John
74	Montreal, P. Q.	Foy, N.	Anderson, T.
75	San Antonio, Texas	Forgason, J. W.	Bettters, S. V.
76	Palestine, Texas	Thompson, E. B.	Russ, G. L.
77	Savannah, Ill.	Schoen, C.	Jewell, W. E.
78	Peoria, Ill.	Carroll, W. W.	Permar, W.
79	Montreal, P. Q.	Church, R.	Robinson, J.
80	Beardstown, Ill.	Parker, C. C.	Ireland, C.
81	Madison, Wis.	Fitzgerald, D. M.	Usher, J. M.
82	Galesburg, Ill.	Smith, C. E.	Bowling, W. H.
83	Perry, Iowa	Tolbert, L.	Manning, F. C.
84	Winslow, Ariz.	Ramage, T.	Pinney, E. A.

DIV.	LOCATION.	DELEGATE.	ALTERNATE.
86	Escanaba, Mich.	Connors, S.	Murphy, S. J.
87	Bloomington, Ill.	Lewis, H. W.	Foster, T. B.
88	Ennis, Texas	Shipp, W. E.	Faris, C.
89	Louisville, Ky.	Brady, E. H.	Lawrence, S. M.
90	Waseca, Minn.	Gunn, E. S.	Anderson, O.
91	Portland, Ore.	Veatch, Sam P.	McKinley, F. J.
92	Terre Haute, Ind.	Brown, W. T.	Sine, R. A.
93	Ft. Dodge, Iowa	Hart, M.	Barker, H. C.
94	Winnemucca, Nev.	Ewing, R. J.	Melville, A. J.
95	McCook, Neb.	Kent, C. M.	Ridenour, J. W.
96	Aurora, Ill.	McLean, F. E.	Walter, C. A.
97	Roodhouse, Ill.	Watson, E. B.	McElheran, A.
98	Montgomery, Ala.	Elliott, J. C.	Powell, R. A.
99	Montevideo, Minn.	Eastman, Geo.	Tice, C. J.
100	Columbus, Ohio	Hunt, F. G.	Howe, C. W.
101	Mattoon, Ill.	Fitch, J. V.	Trott, John
102	Grand Rapids, Mich.	Hawker, W. A.	Westover, C.
103	Indianapolis, Ind.	Joslin, H. E.	O'Mara, John
104	Middletown, N. Y.	Titus, P. S.	Kniffin, C.
105	Meridian, Miss.	Wright, R. L.	Hall, E. B.
106	Rock Island, Ill.	Brien, O. J.	Rife, I.
107	Cincinnati, Ohio	Calkins, G. W.	Dugan John
108	New Orleans, La.	Myers, G. H.	Moales, E. M.
109	Galion, Ohio	Kline, F. C.	Barrett, M.
110	Logansport, Ind.	Fairman, J. W.	Osborne, A. J.
111	Los Angeles, Calif.	Golden, J. W.	Rall, W. C.
112	Centralia, Ill.	Cogswell, F. H.	Harris, C. T.
113	Chicago, Ill.	Sughrua, F. D.	Dittmar, F. L.
114	Pittsburg, Pa.	Zeth, C. M.	Tarner, S. R.
115	San Francisco, Calif.	Weir, J. P.	Cutting, P. F.
116	Tyler, Texas	Naler, J. R.	Reed, W. M.
117	Minneapolis, Minn.	Langan C. R.	Carr, G.
118	Kankakee, Ill.	Grundler, F.	Porter, G. H.
119	Ft. Wayne, Ind.	Stonecifer, H. L.	Evans, R. B.
120	Huntington, Ind.	Hullinger, J. C.	Abbott, A. C.
121	Huron, S. D.	Markey, M. H.	Hinman, J. R.
122	Boston, Mass.	O'Donnell, J. F.	Moreau, Jos.
123	Macon, Ga.	Kendrick, A. N.	Dickinson, H.
124	Ogden, Utah	Whittemore, A.	Conway, Thos.
125	Peru, Ind.	Ray, M. L.	McBride, C. R.
126	Omaha, Neb.	McIntosh, C. E.	Hetzler, C. J.
127	Danville, Ill.	Drover, W. S.	Jarvis, C. T.
128	Cheyenne, Wyo.	Sherlock, I. R.	Wolcott, D. S.
129	Halstead, Pa.	Allen, P. W.	Wilmot, V. E.
130	Quebec, P. Q.	Reynolds, E.	Gingras, A.
131	Little Rock, Ark.	Walsh, W. G.	Wilson, J. T.
132	Salida, Colo.	Ware, C. C.	Vanderburg, S. G.
133	Bowling Green, Ky.	Keene, J. D.	Wyatt, A. C.
134	Bellevue, Ohio	Harper, G. S.	Mollman, W.
135	Nashville, Tenn.	Phelps, Frank	Dean, J. W.
136	Huntington, W. Va.	Davis, J. W.	Lee, R. E.
137	Oswatimie, Kans.	Clark, E. H.	Reyburn, W. G.
138	Garrett, Ind.	Weaver, J. B.	Lightner, C.
139	Knoxville, Tenn.	McLean, T. E.	Coile, H. P.
140	Hinton, W. Va.	Riddleberger, A. A.	Smith, J. F.
141	St. Joseph, Mo.	Wright, W. E.	Throop, B. F.
142	Rawlins, Wyo.	Friday, C. H.	Spiegle, G. W.
143	Harrisburg, Pa.	Curry, J. H.	Baldwin, A.
144	Derry Station, Pa.	Doak, W. A.	Dodson, W. J.
145	Conneaut, Ohio	Peters, W. E.	Nolan, M. J.
146	Fitchburg, Mass.	Garno, J. E.	Holden, C. S.
147	Easton, Pa.	Sunderland, E.	Morrow, W.
148	Chattanooga, Tenn.	Paul, G. A.	Dobbins, J. H.
149	Jackson, Tenn.	Phillips, R. F.	Callahan, P. C.
150	Utica, N. Y.	Lines, A. J.	Schindler, H. T.
151	Monett, Mo.	Basham, J. L.	Charles, J. J.
152	Richmond, Va.	Brooks, S. J.	Coleman, F. S.
153	Mauch Chunk, Pa.	Zerbey, W. J.	Mumbower, E.
154	Binghamton, N. Y.	Vanaman, T. L.	Smith, A. C.
155	Syracuse, N. Y.	Webster, Theo.	Doyle, Jas.
156	Carbondale, Pa.	Peel, W. F.	Robbins, N. V.
157	Boston, Mass.	Strout, H. E.	Cowell, E. T.
158	Huntingdon, Pa.	Reed, O. M.	Confer, L. G.
159	City of Mexico, Mex.	Murphy, D. E.	King, J. D.
160	Wilkesbarre, Pa.	Truby, T. T.	Rooney, J.
161	Parsons, Kans.	Smith, J. W.	Hardy, H. T.
162	Philadelphia, Pa.	Mooney, J. H.	Krusen, G. W.
163	Oil City, Pa.	Holtzman, G. R.	McCarty, J.
164	Eagle Grove, Iowa	Hammond, W. R.	Tompkins, W. J.
165	Ft. Scott, Kans.	Wilson, W. F.	Conley, P. T.
166	Newark, Ohio	Meanor, J. H.	Wharton, W. S.
167	Oswego, N. Y.	Sheley, J. H.	Strong, W. A.
168	Jersey Shore, Pa.	Gamble, C. S.	Cusick, G. H.
169	Jersey City, N. J.	Knowles, W. C.	Connors, W. T.
170	Camden, N. J.	Mason, J. T.	McCann, O. J.
171	Mechanicsville, N. Y.	Sullivan, J. P.	O'Brien, J. H.
172	Altoona, Pa.	Bowen, W.	Merritts, A. J.
173	Chadron, Neb.	Burns, R. E.	Valentine, A. C.
174	Paterson, N. J.	Paulison, L. E.	Perrine, L. C.
175	Memphis, Tenn.	Robinson, J. W.	Yard, C. M.
176	Corning, N. Y.	Satterly, Geo.	Malcady, R. E.
177	Alliance, Ohio	Mathews, M. R.	Kaylor, G. A.

DIV.	LOCATION.	DELEGATE.	ALTERNATE.
178	Grand Forks, N. D.	McGraw, W. H.	Flint, L. E.
179	Topeka, Kans.	Hutton, W. W.	Speer, Geo.
180	Atlanta, Ga.	Duke, J. R.	Patton, H. M.
181	Chillicothe, Ohio	Banks, T. E.	Braley, J. E.
182	Jackson, Mich.	Maher, J.	Mogford, G.
183	Cumberland, Md.	McNemar, L. W.	White, C. J.
184	Clifton Forge, Va.	Morris, W. T.	Gay, C. S.
185	Selma, Ala.	Holloman, B. B.	Voltz, J. W.
186	Birmingham, Ala.	Rives, J. R. T.	Taylor, J. A.
187	Sunbury, Pa.	Shafer, W. H.	Arter, J. L.
188	Stanberry, Mo.	Collier, O.	Wright, H. W.
189	Sarnia, Ont.	Clement, F.	Potter, W.
190	Grafton, W. Va.	Patton, M. M.	Kane, J. M.
191	Glendive, Mont.	Anderson, A. E.	Nichols, A. L.
192	East Saginaw, Mich.	Morris, D. F.	Lang, R.
193	Bucyrus, Ohio	Valk, E. P.	Miller, W. H.
194	Brookfield, Mo.	Madden, W. E.	Plum, E.
195	Sacramento, Calif.	Weston, A. M.	Lucey, C.
196	Jacksonville, Fla.	Dowling, W. H.	Brock, G. W.
197	Staples, Minn.	Collins, C. A.	Hoffoss, P.
198	Springfield, Mass.	McGirr, A. E.	Mansfield, W.
199	Smith's Falls, Ont.	Munroe, M.	Berry, J. E.
200	Bradford, Pa.	Mullins, J. C.	Landon, R. G.
201	McKees Rocks, Pa.	Boate, Wm.	Robbins, H. B.
202	Augusta, Ga.	Jones, B. B.	Oliver, J. L.
203	Truro, N. S.	McClafferty, Wm.	Ellis, W. J.
204	Philadelphia, Pa.	Bender, P. F. B.	Fister, W. G.
205	Portsmouth, Va.	McGehee, W. P.	Cox, W. T.
206	Springfield, Ill.	Sheehan, W. P.	Wood, J. W.
207	Amory, Miss.	Sisk, J. W.	Allsup, H. C.
208	Charleston, S. C.	Wells, H. A.	Melfi, L. F.
209	Pocatello, Idaho	Miller, O.	Pinney, C. G.
210	Roanoke, Va.	Branscome, R. L.	Woolling, W. W.
211	Abbotsford, Wis.	Bowen, B. F.	Anderson, A. T.
212	Slater, Mo.	Clampit, P. E.	Meriwether, F. M.
213	Michigan City, Ind.	Ludlum, Day	Herlehy, E. P.
214	Moncton, N. B.	McGinn, J. T.	Wilson, Miles
215	Austin, Minn.	Callinan, F. M.	Gallagher, P. J.
216	Ottumwa, Iowa	Winslow, V. S.	Long, J. E.
217	Allegheny, Pa.	Burke, W. J.	Fout, H.
218	Savannah, Ga.	Bridger, J. W.	Richards, C. R.
219	St. John, N. B.	Millican, Jos.	Whelpley, E. A.
220	Fremont, Neb.	Cannon, W. P.	McGinnis, F. E.
221	Spencer, N. C.	Parker, W. L.	Parker, M. L.
222	Chillicothe, Ill.	Allen, G. R.	Stakley, J. O.
223	Martinsburg, W. Va.	Zepp, J. A.	Smith, J. H.
224	Wilmington, Del.	Hatfield, A. J.	Layfield, J. T.
225	Hornell, N. Y.	Collins, B. F.	Curry, T. W.
226	Galeton, Pa.	Jacobs, C. H.	Albee, L. R.
227	Lincoln, Neb.	Young, E. W.	Wiesman, J. T.
228	Ft. Smith, Ark.	Jameson, W. V.	Ilanna, M. M.
229	Reading, Pa.	McGlinn, J. F.	Hedley, H. C.
230	New Franklin, Mo.	Mudd, A. L.	Dey, W. H.
231	Vicksburg, Miss.	Harrell, W. F.	Rigby, I. L.
232	Sioux City, Iowa	Carter, Geo. W.	Jones, J. A.
233	Middleport, Ohio	Caruthers, J. M.	Tinklepaugh, S. P.
234	Brunswick, Md.	Shores, L. M.	Grabill, E. R.
235	Freeport, Ill.	Cramer, C. J.	Gleason, J. A.
236	Melrose, Minn.	Goodman, G. M.	Watson, Hugh
237	Worcester, Mass.	Reynolds, O.	Harmon, H. M.
238	Laredo, Mo.	Hardy, A.	Mathews, C. N.
239	Ashland, Ky.	Watkins, A. H.	Blevins, F. W.
240	Marquette, Mich.	Cleminson, R. M.	Vaughan, Dan
241	De Soto, Mo.	Lynch, W. M.	Crandall, L. A.
242	North Bay, Ont.	Washburn, H. A.	Lidkea, Robt.
243	Missoula, Mont.	Bogart, J. V.	Wilde, C. F.
244	Colorado Springs, Colo.	Steele, W. S.	Reynon, B. L.
245	Arkansas City, Kans.	Reed, J. W.	George, N. H.
246	Wymore, Neb.	Uplinger, F. J.	Smith, Leslie
247	Trinidad, Colo.	O'Connor, M.	Murray, W. J.
248	Tuscumbia, Ala.	Norris, P. W.	Price, R. L.
249	Tacoma, Wash.	Catto, J. A.	McCall, O. F.
250	Bristol, Va.	Davis, J. F.	Nave, W. H.
251	Pine Bluff, Ark.	Hawks, H. G.	Culver, F. M.
252	Leadville, Colo.	Long, H. E.	Spahr, J. W.
253	Ashland, Wis.	Johnson, F. G.	Durkee, C. L.
254	Frankfort, Ind.	Haselton, B. F.	Glass, L. M.
255	Medicine Hat, Alberta	Millican, J. R.	Sprague, S. W.
256	Smithville, Texas	Webb, T. H.	Smith, W. A.
257	Chickasha, Okla.	MacLean, Alex.	Stephens, Wm.
258	Aberdeen, S. D.	Kelley, M.	Foster, W. R.
259	Fond du Lac, Wis.	Sweeney, E.	Zimmerman, V. O.
260	Ellensburg, Wash.	McMahan, P. H.	White, F. P.
261	San Luis Potosi, Mex.	Turner, W. H.	Stewart, C. R.
262	Cleburne, Texas	Brobson, J. B.	O'Brien, D. F.
263	Cumberland, Md.	Schmutz, C. A.	Dunlap, C. C.
264	Raleigh, N. C.	Hogan, Sr., J. B.	Matthews, C. E.
265	Chanute, Kans.	Sunday, A. J.	Hatcher, I. N.
266	Big Springs, Texas	Lane, W. H.	Hatch, G. W.
267	Vancouver, B. C.	McKay, J. A.	Cross, C. E.
268	Marion, Iowa	Cornelius, F. B.	Marshall, W. L.
269	Van Buren, Ark.	McClure, W. E.	

DIV.	LOCATION.	DELEGATE	ALTERNATE
270	Youngstown, Ohio	Happer, G. A.	Holloway, J. W.
271	Wilmington, N. C.	McCulloch, C. E.	Pae, T. J.
272	Havre, Mont.	Brigham, O. P.	Strain, John
273	Cambridge, Ohio	Nott, T. B.	Bates, J. B.
274	Green Bay, Wis.	Munger, M. D.	Babcock, E. C.
275	Yoakum, Texas	Jones, J. W.	Burleigh, G. J.
276	Goodland, Kans.	McKinney, Wm.	Leydon, J. H.
277	Wellington, Kans.	Minor, C. E.	Wuner, M. A.
278	Dennison, Ohio	Gray, J. A.	Henderson, F.
279	Jefferson City, Mo.	Lyons, R. M.	Beard, R. H.
280	Albion, Pa.	O'Connor, J. S.	Hall, J. A.
281	Pittsburgh, Pa.	Meehan, Jos.	McElwell, John
282	Needles, Calif.	Searle, F. W.	La Rue, T. B.
283	Marceline, Mo.	Fuller, S. R.	Utley, R. R.
284	Waco, Texas	Hooper, A. H.	King, J. B.
285	Spokane, Wash.	Huxtable, Jesse	McEachran, T. S.
286	Ft. William, Ont.	Hurden, W. V.	Elliott, A. J.
287	San Marcial, N. M.	Harrison, J. M.	Williams, H. H.
288	West Superior, Wis.	Smith, E. R.	Bradley, Wm.
289	Wellsville, Ohio	Robinson, J. C.	Butler, E. R.
290	Paducah, Ky.	Wesson, J. S.	Tonks, A. E.
291	Hoboken, N. J.	Ball, A.	Bagshaw, W. S.
292	Chicago, Ohio	Lewis, B. C.	Budd, W. H.
293	Chicago, Ill.	Scully, Stephen	Tirtlot, F. D.
294	Trenton, N. J.	Webber, W.	Callahan, W. J.
295	Lorain, Ohio	Patterson, J. H.	Willmot, B. S.
296	Rutland, Vt.	Wyman, M. M.	Lee, J. J.
297	Oakdale, Tenn.		
298	Herington, Kans.	Pike, W. A.	Lyne, L. L.
299	Lima, Ohio	Halladay, H. K.	Shank, E. J.
300	Dodge City, Kans.	Bowen, E. D.	Dalton, T. A.
301	Seymour, Ind.	Gilbert, F. S.	Jones, N. A.
302	Lafayette, Ind.	Condon, J. B.	Strong, R. H.
303	New Albany, Ind.	Laughlin, T. C.	Hargrove, R.
304	Canton, Miss.	Harris, W. R.	Weir, Homer
305	La Grande, Ore.	Harned, R. A.	Kerr, J. D.
306	W. Bay City, Mich.	Martin, C. A. B.	Chisholm, S.
307	Elizabeth, N. J.	Van Nortwick, G. B.	Lewis, F. S.
308	Mt. Carmel, Ill.	Sanderson, J. E.	Saltmarsh, C. D.
309	Youngwood, Pa.	Best, J. S.	Peoples, C. F.
310	Mobile, Ala.	Hickey, P. M.	Byrne, T. C.
311	Waycross, Ga.	Stewart, J. P.	Lewis, J. O.
312	Weehawken, N. J.	Delamater, H. W.	Seward, C. D.
313	Tucson, Ariz.	Mahoney, J. R.	Allgood, R. M.
314	Allegheny, Pa.	Wilson, J. R.	Boggs, B. F.
315	Chapleau, Ont.	Swezey, A.	Pearson, Edw.
316	Shawnee, Okla.	Boushee, W. R.	Cowdrey, A. I.
317	New Haven, Conn.	Wall, Jerry	Vaughn, C. H.
318	Asheville, N. C.	Wakefield, Thos.	Kluttz, C. A.
319	Greenville, S. C.	Witherspoon, H. A.	Clapp, Milton
320	Dayton, Ohio	Messler, Wm. H.	Devening, John
321	Springfield, Mo.	Risser, O. E.	Dooms, C. L.
322	Lindsay, Ont.	Harden, Edw.	Ringland, T.
323	Columbia, S. C.	Cobb, T. A.	Weaver, J. F.
324	Bluefield, W. Va.	Gregg, T. A.	Davis, C. B.
325	Grand Junction, Colo.	Bear, H. O.	Ryan, J. E.
326	New Castle, Pa.	Irwin, O.	Maxwell, R. G.
327	Effingham, Ill.	Sheppard, L. M.	Shorb, M. M.
328	Hillsboro, Texas	McKee, C. S.	Watson, T. E.
329	Springfield, Ohio	Phleger, C. F.	Oren, Van
330	Emporia, Kans.	Jacobs, C. L.	Collins, T. J.
331	Columbia, Pa.	McManus, J. R.	Mowry, D. C.
332	Illmo, Mo.	Birdsong, J. M.	Sayers, W. P.
333	Renovo, Pa.	Christy, R. A.	Crispin, J. B.
334	Birmingham, Ala.	Land, M. J.	Allen, Jr., T. J.
335	Concord, N. H.	Bean, A. E.	Ilackett, G. A.
336	Duluth, Minn.	O'Brien, J. H.	McNaughton, J. M.
337	Baltimore, Md.	Long, Henry	Moore, R. C.
338	Wichita, Kans.	Anderson, A.	Rosser, E. A.
339	Washington, Ind.	Swartz, Jesse	Foutch, W. E.
340	Gladstone, Mich.	Byers, I. B.	Bailey, David
341	Norwich, N. Y.	King, C. T.	Dorman, C. W.
342	Junction City, Kans.	Cunningham, R. B.	Palmer, H. C.
343	Fairbury, Neb.	Hutchinson, J. L.	Tuhnke, C. M.
344	York, Ont.	Stibbard, Thos.	Garry, Murt.
345	Toronto Junction, Ont.	Walker, J. J.	Woods, G. A.
346	Tomah, Wis.	Keeler, H. B.	Lee, W. A.
347	Dubuque, Iowa	Congdon, B. F.	Joy, E. N.
348	Tipton, Ind.	Hartman, F. E. C.	Howard, W. C.
349	Crewe, Va.	Smithson, C. S.	May, P. V.
350	Seattle, Wash.	Tieman, H. C.	Brown, D. W.
351	Portsmouth, Ohio	Horn, C. C.	Payne, L. C.
352	Kenora, Ont.	Risteen, W. C.	Campbell, Wm.
353	Estherville, Iowa	O'Neil, W. A.	Mudge, C. L.
354	Hagerstown, Md.	Booz, J. D.	Sheets, G. H.
355	Allandale, Ont.	Heard, F.	Riddell, I. A.
356	Great Falls, Mont.	Richardson, T. F.	Edwards, D. T.
357	Connellsville, Pa.	Dixon, J. W.	Lane, C. B.
358	Thayer, Mo.	Nalle, J. B.	George, C. H.
359	East Albany, N. Y.	Farmerton, J. L.	Cunningham, G.
360	Two Harbors, Minn.	Barcomb, P.	McCarthy, T. E.
361	Valley Junction, Iowa	Porter, R. W.	Needham, Chas.

DIV.	LOCATION.	DELEGATE.	ALTERNATE.
362	Nevada, Mo.	Hedges, G. C.	Smith, E. B.
363	Norfolk, Neb.	Horner, M.	Pippin, B. P.
364	Oakland, Calif.	Adams, J. M.	Cardwell, J. W.
365	Pensacola, Fla.	Webb, H. F.	Ellis, A. C.
366	Brookville, Ont.	McConachie, R.	Garrett, A. W.
367	McComb City, Miss.	Shafer, F. A.	Wood, H. D.
368	Argentine, Kans.	Line, W. A.	George, John
369	Parkersburg, W. Va.	Hogan, T. C.	Mercer, C. F.
370	Providence, R. I.	Shea, D. S.	Paine, A. W.
371	Livingston, Mont.	Moyse, E. E.	Shelver, F. T.
372	Raton, N. M.	Coyle, D. J.	Burns, J. P.
373	Green Bay, Wis.	Myers, J.	Smith, C. H.
374	Elmira, N. Y.	Bennett, B. L.	Collier, F. M.
375	Canon City, Colo.	Ives, F. J.	Smith, A. H.
376	Montpelier, Ohio	Scott, J. S.	Rundel, F. E.
377	Joliet, Ill.	Hartong, S. W.	French, E. B.
378	Washington, D. C.	Smith, G. M.	Beard, S. A.
379	Corbin, Ky.	More, B. S.	Thomas, I. P.
380	Mena, Ark.	Ross, E. E.	Gregg, W. R.
381	Evansville, Ind.	Waltz, L. B.	Covert, V. D.
382	Pittsburg, Kans.	McCormick, J.	Comer, W. B.
383	La Fayette, La.	Kelly, Jas.	Thorning, J. M.
384	Tottenville, N. Y.	Reeves, W. J.	Riley, J. F.
385	Ionia, Mich.	Merriam, A. W.	Stebbins, A. M.
386	East St. Louis, Ill.	Halliday, J. C.	Brown, J. H.
387	Anderson, Ind.	Thomas, Bert	Davis, Earl
388	Alton, Ill.	Brown, R. M.	McGuan, J. C.
389	Albuquerque, N. M.	Davern, J. E.	Nohl, F. A.
390	Hoisington, Kans.	Fritz, Geo. W.	Flanery, M. J.
391	Long Island City, N. Y.	Olin, G. B.	Merriott, J. J.
392	San Bernardino, Calif.	Costello, P. J.	Reece, G. W.
393	Moose Jaw, Sask. Can.	McIntosh, A. L.	Simington, Walter
394	Haileyville, Okla.	Combs, J. H.	Simson, R. J. G.
395	Salt Lake City, Utah.	McCullow, E. C.	Mathews, F. H.
396	Longview Jct., Texas	Latham, A. S.	Hopkins, E. F.
397	Covington, Ky.	Woodward, W. G.	Carr, J. R.
398	Del Rio, Texas	Griffin, F. B.	Smith, R. H.
399	Laredo, Texas	Condren, A. J.	Gibson, G. M.
400	Clinton, Ill.	Lawson, O. H.	Steger, C. S.
401	Lehigh, Pa.	Begel, Wm.	Pennell, H. S.
402	Massillon, Ohio	Wall, C. E.	Fitzgerald, J. G.
403	Bangor, Maine	McLean, M.	Plaitsed, H. N.
404	Kern City, Calif.	Houghton, F. S.	Weir, D. S.
405	Proctor, Minn.	Brown, Wm.	Counihan, M. T.
406	Monmouth, Ill.	Darling, J. T.	Shelton, H. G.
407	Cranbrook, B. C.	Hopkins, D.	Aldrich, I.
408	Evanston, Wyo.	Schell, T. J.	Zepf, H. J.
409	Salem, Ill.	Fread, E.	Marshall, D. W.
410	Belle Plaine, Iowa	Browne, Verne	Nolan, J. H.
411	Puebla, Mexico	McDonald, D. J.	Cameron, S. J.
412	Fresno, Calif.	Richardson, C. H.	Cooley, M. H.
413	Boston, Mass.	Bradford, F. J.	Brown, A. H.
414	Whitefish, Mont.	Cadwell, F. W.	Cramans, J. J.
415	Sapulpa, Okla.	Hill, E. L.	Gow, F. C.
416	Pottsville, Pa.	Fielding, J. M.	Schumacher, G. F.
417	Woodsville, N. H.	Lang, O. A.	Strobridge, G. L.
418	Princeton, Ind.	Lewis, A. D.	Schuler, G. L.
419	Shreveport, La.	Kelsey, B.	Owens, P.
420	Stellarton, N. S.	Baxter, Jos.	McKay, G. A.
421	Amarillo, Texas	Smith, Eli.	Huggins, T. H.
422	Chaffee, Mo.	Riggs, E. H.	Fawcett, C. S.
423	Dalhart, Texas	Erwin, F. A.	Sammons, J. M.
424	Gulfport, Miss.	Langworthy, E.	Dorsey, G. P.
426	Dunmore, Pa.	Kelley, M.	Sanders, Jesse
427	Alliance, Neb.	Cantlin, J. H.	Reed, C. D.
428	Monclova, Mexico	Howard, C. H.	Cole, L. D.
429	Sault Ste. Marie, Mich.	Swift, F. E.	Hawkshaw, J.
430	Mart, Texas	McIntosh, C. M.	Murphy, L. A.
431	Greensboro, N. C.	McLauchlin, J. A.	Angel, J. W.
432	Monterey, Mexico	Harbin, B. H.	Christenot, H. C.
433	Pitcairn, Pa.	Baughman, J.	Holohan, J. E.
434	Greenville, Texas	Stivers, E. L.	Zachry, G. C.
435	Clearfield, Pa.	Summers, H. B.	Bowes, A. G.
436	Chihuahua Shops, Mexico	Dearing, W. C.	Collins, P.
437	Eldon, Iowa	Vandyke, R. B.	Robinson, J. W.
438	Eldon, Mo.	Campbell, W. M.	Ayers, O. H.
439	Sheridan, Wyo.	Wright, A. L.	West, J. O.
440	San Luis Obispo, Calif.	Kesler, W. A.	Keogh, J.
441	Alamosa, Colo.	Ginn, R. O.	Hyndman, Wm.
442	Wheeling, W. Va.	Davis, F. R.	Osborn, J. W.
443	Du Bois, Pa.	Reed, R. B.	Evans, W. B.
444	Olean, N. Y.	Pennock, C. E.	Metcalf, W. F.
445	Delmar, Md.	Frazier, J.	Waller, H. M.
446	Atlantic City, N. J.	Simkins, F. C.	Laycock, N.
447	Carnegie, Pa.	Conley, J. E.	Thomas, F. R.
448	Breckenridge, Minn.	O'Kane, W. A.	Laird, J. A.
449	Harrisburg, Pa.	Rafferty, E. T.	Leavy, N. H.
450	Alexandria, Va.	Smithers, W. B.	Sherman, R. H.
451	Hamlet, N. C.	Carson, W. B.	Bell, O. H.
452	Richmond, Va.	Hadley, E. F.	Allison, O. E.
453	Enderlin, N. D.	Shaw, W. W.	Foster, F. R.
454	Marshall, Texas	Jordan, F. L.	Eaves, T. W.

DIV.	LOCATION.	DELEGATE.	ALTERNATE.
453	Florence, S. C.	Jones, L. C.	McClenaghan, J. C.
456	Everett, Wash.	O'Day, Thos.	Richer, Walter
457	Atlanta, Ga.	Wells, W. L.	Knight, C. D.
458	Lakeland, Fla.	Wadkins, J. D.	Overstreet, W. T.
459	Champaign, Ill.	Bold, R. A.	Johnston, E. G.
460	Nelson, B. C.	Halkett, A.	Sterling, E.
461	Whitehall, N. Y.	Rhoades, J. E.	Collins, James
462	Antigo, Wis.	McCarey, B. W.	Dahlen, E.
463	Calgary, Alberta	Dalton, J. R.	Elson, E. C.
464	Brandon, Man.	Brownlee, T.	Haskell, S.
465	E. Salamanca, N. Y.	Ray, J. J.	Duggan, J. J.
466	Houghton, Mich.	Harris, G. Y.	Lovgan, G.
467	Carnegie, Pa.	Rankin, R. H.	Biglaman, S. C.
468	Enid, Okla.	Clover, J. R.	Leslie, W. P.
469	Watertown, N. Y.	Jones, S. A.	Jones, W. A.
470	Los Angeles, Calif.	Ramsey, J. J.	Jones, E. P.
471	Pittsburgh, Pa.	Murphy, D.	Williams, W. R.
472	Fairmont, W. Va.	Miller, J. R.	Reed, C. O.
473	St. Mary's, Pa.	Decker, C. E.	Learn, A. J.
474	Douglas, Ariz.	Wattles, H. L.	Simmons, Thos.
475	Crane, Mo.	Douglass, C.	Austin, D. E.
476	Oklahoma City, Okla.	Vance, E. W.	Hopkins, W. L.
477	Charlottesville, Va.	Childress, R. W.	Holland, W. C.
478	Goldfield, Nev.	Cheek, W. A.	Paul, W. E.
479	Milan, Mo.	Bunnelle, G. Y.	Johnson, B.
480	Silsbee, Texas	Cairncross, R. L.	Withers, J. E.
482	Cedartown, Ga.	Simerville, G. P.	Chapman, C. B.
483	Minot, N. D.	Records, T. F.	Davis, A. J.
484	Chambersburg, Pa.	Mickey, H. D.	Betz, John
485	Etowah, Tenn.	Broome, I. A.	Jackson, H. G.
486	Paris, Ky.	Arnold, H. B.	Sorrell, E. R.
487	Revelstoke, B. C.	Porter, J. J.	Beck, John
488	Newberry, Pa.	Cupp, J. F.	Herman, O. A.
489	Riviere du Loup, Que.	Arcand, Arthur	St. Pierre, J. N.
490	Jersey City, N. J.	Genocchio, L. F.	Voorhis, J.
491	Weston, W. Va.	Miles, W. F.	Candy, S. F.
492	Palmerston, Ont.	Kee, F. N. P.	Cox, D. A.
493	Prescott, Ariz.	Loux, C. E.	Graves, J. C.
494	Windsor, Ont.	Stewart, D.	Whyte, R. F.
495	No. Battleford, Sask. Can.	McKenzie, P. D.	Cummings, O. N.
496	Ottumwa, Iowa	Bell, A. W.	Hahn, F. H.
497	Keyser, W. Va.	Compton, J. T.	Harrison, J. R.
498	Hillyard, Wash.	Banks, R. E.	Starrett, Wm.
499	Monroe, La.	Miller, O.	Brown, F. A.
500	New London, Conn.	Spafford, G. L.	Wadham, E. W.
501	Murphysboro, Ill.		
502	Elkins, W. Va.	Moran, D. A.	Knaggs, B. F.
503	Los Angeles, Calif.	Hartell, J. E.	Kinch, A. L.
504	Monroe, N. C.	Lane, W. A.	Greene, S. H.
505	Hazleton, Pa.	Sewell, W. E.	Kleckner, D. M.
506	Fitzgerald, Ga.		
507	Teague, Texas	Maher, J. T.	Seymore, W. H.
508	Hammond, Ind.	Collins, J. C.	Kennedy, H. J.
509	Villa Grove, Ill.	Duff, P. A.	Gibson, E. E.
510	Crookston, Minn.	Miller, D. F.	Withey, S. H.
511	Columbus, Miss.	McCaul, T. M.	Neyman, W. M.
512	Dauphin, Man.	Glav, G. A.	Wick, M.
513	Ludlow, Ky.	Turney, W. M.	Conley, M.
514	Grand Island, Neb.	Hall, G. J.	Kirsh, J. B.
515	Wichita Falls, Texas	Barry, J. E.	MonPleasure, B. C.
516	Norristown, Pa.	Vercoe, I. J.	Ruppe, H. A.
517	Dickinson, W. Va.	Douglas, G. W.	Ratliff, J. E.
518	Dunsmuir, Calif.	Bradford, L.	Brady, C. J.
519	Jersey City, N. J.	Carpenter, S.	Walcott, J. D.
520	Las Vegas, Nev.	McGovern, C. M.	Tway, John
521	Canton, Ohio	Fry, J. H.	Daily, J.
522	Pratt, Kans.	Cordray, W. R.	Johnson, H.
523	Flora, Ill.	Hamer, G. A.	Naney, D.
524	Kingston, N. Y.	Cunningham, M. J.	Kelley, C. M. C.
525	Eldorado, Ark.	Dixon, J. W.	Bertram, Geo.
526	Torreón, Mexico	Taylor, H. W.	Gardner, A. L.
527	Jacksonville, Texas	Butler, C. E.	Cox, W. L.
528	Miles City, Mont.	Hanrahan, T. J.	Penewell, R. E.
530	West Philadelphia, Pa.	Sloane, C. H.	Marshall, B. S.
531	Parry Sound, Ont.	Hamilton, J. M.	McEwan, A. A.
532	San Rafael, Calif.	Dunlap, S. J.	White, G. D.
533	Levis, P. Q.	Bouthillette, I.	Mitchell, W. A.
534	Hoxie, Ark.	McGlothlin, J. C.	Thirlwell, E. R.
536	Port Arthur, Ont.	Bolduc, A.	Thomson, E.
537	Tucumcari, N. M.	Brown, E.	Rogers, W. W.
538	Americus, Ga.	Woodroof, H. P.	Poole, G. W.
539	Thief River Falls, Minn.	Nicholson, G.	Sallow, C. H.
540	Guadalajara, Mex.	Kelly, D. A.	Keeler, H. F.
541	Melville, Sask. Can.	Norwood, L. H.	Lett, J. T.
542	Lethbridge, Alberta	Hayes, Sam	McKillop, D. A.
543	Jackson, Miss.	Porter, R. T.	Rea, W. O.
544	Russellville, Ky.	Tooley, E. B.	Rice, G. F.

# Legal

## Legal Decisions of Interest to Railroad Men.

Prepared for THE RAILWAY CONDUCTOR by COLIN P. CAMPBELL, Grand Rapids, Mich.

### *Mistake in Ticket—Liability for Ejection—Measure of Damages.*

In this case it appeared that the plaintiff, W. H. Baty, had resided in and near Neches, Texas, for the past twelve years with his family consisting of himself, wife and two children. In 1906 he contemplated making a trip with his family to Hot Springs, and made inquiry of the local agent of the International & Great Northern Railroad company. He also talked with the assistant general passenger agent of said railroad, who stated to him that his railroad sold a ninety-day ticket, good from Palestine, Texas, to Hot Springs, Ark., and return, for \$16.65. On the second day of April, 1906, he purchased a ticket at Palestine from Mr. Armes, assistant ticket agent, four round trip tickets, asking at the time for ninety-day tickets, and paying \$16.65 for each ticket. At the suggestion of the agent he signed all four of the tickets. He received his tickets a very few minutes before the train on which he left for Hot Springs started, and at once boarded his train with his family. They went to Hot Springs, using the tickets so purchased. On his arrival at Hot Springs, Ark., he deposited the tickets in a bank for safe-keeping. His wife and boys desiring to return home first, he went to the bank and took the tickets out. In looking over them, he discovered how they were punched, and carried them to the local railroad agent, and asked him if they were good for ninety days. Upon being informed that they were only good for sixty days, he sent back the tickets by registered mail to the agent at Palestine, calling his attention to the mistake, and asked that they be extended to ninety days. The agent at Palestine complied with his request by again punching the ticket so as to show that the return limit was ninety days, and returned the tickets to him. He gave his wife and boys three of the tickets, and they returned home using them for passage. When Baty got ready to return, he carried the remaining ticket to the local railroad agent, and had him sign and date it. He commenced his return journey on the seventeenth of June, 1906, by taking passage on a train of the Little Rock & Hot Springs railway to Benton, Ark. His ticket called for passage from Benton to Texarkana over defendant's line of road. At Benton he embarked on one of defendant's trains for Texarkana. The train auditor took up his ticket, told him that it was for a female and that he could not ride on it. Baty offered to write his

name and to telegraph to the ticket agent at Palestine, with whom he was well acquainted, as a means of identification. The auditor refused these offers of identification, telling him that the ticket was for a female passenger, and that he could not honor it. When the train arrived at Malvern, Baty was ejected by the auditor and other members of the train crew. His valise was thrown on the platform beside him, and there being a crowd around him, it was lost in the confusion, and has not yet been found. The value of the articles in the valise amounted to \$66.10. He stopped at Malvern several hours, and then took another train home, paying his fare, the exact amount of which he did not remember. This is substantially the statement of the whole transaction as testified to by the plaintiff, W. H. Baty.

The ticket provided that it was void for passage if any alterations or erasures were made on it, or if more than one date was cancelled. The ticket also provided that it was not transferable, and that, to prevent imposition, the holder must identify him or herself as the original purchaser to the satisfaction of any conductor or agent by signature or otherwise when requested. It also provided that it would not be good for return passage unless the holder identified himself or herself by signature on back thereof and otherwise as original purchaser to the satisfaction of the terminal line at destination of ticket, and, when officially signed and stamped by said agent, it shall then be good for return passage of the return purchaser. The ticket also contained the following: "I acknowledge the description as indicated by the words opposite the punch marks which appear in the margin hereof as being a correct description of my personal appearance. (Signed) W. H. Baty, Original Purchaser." The punch marks in the margin appeared on the words "female," "tall," "medium," "dark." The plaintiff was five feet nine inches high, and weighed about 170 pounds. His wife was low, weighed about ninety-seven pounds and had dark colored hair.

The defendant claimed that the face of the ticket presented by the passenger was as to the train auditor conclusive of the terms of the contract of carriage between the passenger and the railroad company. The court said:

The precise question has been determined adversely to their contention by this court in the case of Hot Springs Railroad Co. vs. Delaney, 65 Ark. 177, 45 S. W. 351, 67

Am. St. Rep. 913. In that case the plaintiff purchased from the defendant's agent at Hot Springs, Ark., a ticket for passage of himself from Hot Springs to Atkins, the agent having authority to sell tickets over the defendant's line to Malvern and the connecting line extending from there to Atkins. In making out the ticket the agent left off or omitted the coupon or that part of the ticket calling for passage from Hot Springs, to Malvern. The plaintiff did not discover the mistake and embarked on defendant's train for Malvern. The conductor refused to accept the ticket, and plaintiff was ejected for non-payment of his fare. He brought suit against the railroad company for wrongful expulsion from its passenger coach; and the same defense was made as is done in this case.

The court referred to the conflicting decisions on the question, citing the leading cases on each side, and then said: "Some modifications of the rule, as contended for by each party to the controversy, have been attempted, but efforts to reconcile the two have not so far been crowned with any great degree of success. There is much to be said, however, and that is that the tendency of more recent decisions is towards at least a conservative view of the principle contended for by appellee's counsel; and we adopt that in this case, to-wit, that notwithstanding the conductor has only carried out the company's rules and regulations, and these are reasonable and he therefore may be exonerated from blame personally, yet, as the company, through its ticket agent acting for it was guilty of doing that which produced all the injury the plaintiff may have suffered from being put off the train, it is liable for such, and cannot shield itself behind the faithfulness of its servant, the conductor, for its negligence in not delivering a proper ticket to the plaintiff, and has not only injured the plaintiff, if indeed he was injured, but placed the conductor in the attitude of participating in the wrongdoing, while yet performing his duty personally, while, of course, ignorant of the wrong done to the plaintiff, if any was done." Continuing on the measure of damages, the court said: "We think, therefore, that plaintiff is entitled to all damages that may have grown out of his expulsion, such as for the delay in com-

pleting his journey, for the time and trouble of having to walk back to the Hot Springs depot, and for such humiliation as he was made to undergo by being put off. These damages are all, however, only compensatory, unless the element of malice, recklessness or wantonness entered into the motive with which the injury was done, if done at all."

The undisputed evidence shows that the additional punch marks were made by the agent of the initial carrier who sold the ticket, and that they were made to correct a mistake as to its time limit made by him in issuing it. There was also sufficient evidence to warrant the jury in finding that the description of the original purchaser as a female was a mistake made by the agent who issued the ticket, and that there was no negligence on the part of appellee in presenting it for passage. He had purchased four tickets to be used, respectively, by his wife, himself and their two children. Of course the jury might have found that he had gotten his ticket mixed up with that of his wife. On the other hand, they might have found, as they did find, that the agent in issuing the ticket made the mistake. The description was indicated by punch marks opposite the words. The rest of the description as indicated by the punch marks fitted the appellee, and not that of his wife. The other ticket had been accepted as passage for his wife without question. We think the issues were fairly presented to the jury under proper instructions, and that no errors of law were committed in the trial.

Counsel for appellant also raised the question that the damages were excessive. In this we think they are correct. The jury returned a verdict for \$1,000. The circumstances under which Baty was ejected show that the servants of the railway company were actuated by no other motive than what they considered a proper discharge of their duties. Baty had the money with which to have paid his fare. He was given an opportunity to do so. He was told that he was ejected solely on the ground that under the rules and regulations of the company they could not accept his ticket for passage. A careful consideration of the testimony convinces us that it does not warrant a verdict for exceeding \$250.

St. Louis Iron Mountain & Southern Ry. Co. vs. Baty, (Ark.) 114 S. W. Rep. 218.



# Forum of Train Rules

Edited by Geo. E. Collingwood.

Differences of opinion as to wording and meaning of train rules and orders have always existed. This Department is edited by a practical train dispatcher of wide experience, and a student of the subject. No member should, however, permit any opinion expressed in these columns to influence him to depart from the rules or established customs of the road on which he is employed.

## Notice.

In submitting questions to this department the editor requests that whenever possible the letters of the alphabet be used in their regular order to designate stations as they follow in sequence as the situation is much more easily understood by our readers than when station names are used.

## Ogdensburg, N. Y.

In our Conductors' Journal of January there is an example in the Forum of standard rules signed "M. M.," San Antonio, Texas. You rule that under rule 94 first No. 3 could proceed ahead of second No. 3 to B for No. 6 on the rights held by second No. 3.

Now in the question and answer book just received from you as the latest rulings on train orders, refer to case 8, page 89. The example given by Division 192 is just the same.

No. 58 train being superior by direction, No. 57 train unable to make C (their meeting point) for No. 58 pulls in at B (a blind siding), second No. 57 holds right of track over No. 58 A to C. Now as I understand the ruling, No. 58 could leave C and proceed until it met first No. 57 and then get clear for second No. 57, notwithstanding that second No. 57 holds rights over No. 58 to C. Now these two rulings being contrary to one another and as we are going under the standard rules, April 1, we are holding class meetings every Sunday discussing all forms of train orders and we have had this example up the last two Sundays and cannot understand how you give two different rulings on the same example. I wish you would refer to these two examples: Case No. 8 on page 89 of your book on questions and answers, and to our January Conductor, page 83, in the Forum.

I will give you an example using our own train numbers:

Train No. 252 eastbound and train No. 257 westbound, both first-class trains. Train No. 252 is superior by time table. Their scheduled meeting point is Norwood. Second No. 257 has right over No. 252, Winthrop to Norwood. First No. 257, unable to make Norwood for No. 252, pulls in at Knapps (a blind siding) three miles east of Norwood; second No. 257 overtakes first No. 257 at Knapps. Will first No. 257 precede second No. 257 to Norwood on the rights held by second No. 257 for No. 252, or will No. 252 proceed to Knapps or until they meet first No. 257 and then get clear for second No. 257? Now we have just such sections to contend with here, only we have never had an order in which the second section held rights over the superior train to the meeting point for the first section. We would like your last ruling, if any, on this example. J. J. W.

ANSWER—Case 8 on page 89 of "Questions and Answers" came up on a road where revised rule 94 was not in force and I thought I had made it plain that the ruling was based upon a case where the rule was not in effect, but upon going through the case again I find that I did not succeed in making it very plain.

You will notice that in the last two paragraphs of the answer I speak of the conditions under new rule 94. And you will understand it better if you consider the fact that when the case was answered there was not more than one or two railroads in the United States using revised rule 94.

My answer to "M. M.," in the January CONDUCTOR gives the correct interpretation to revised rule 94 in such cases.

Answering your question in regard to No. 252 and first and second No. 257, under revised rule 94 second No. 257 can take first No. 257 ahead of them to Norwood on the order which gives second right over No. 252 to Norwood.

**Malone, N. Y.**

Kindly give me a reply to the following: As we are running under standard code, rule 4 reads, "Each timetable from the moment it takes effect supersedes the preceding timetable, and its schedules take effect on any division or subdivision at their leaving time at their initial stations on such division or subdivision. But when a schedule of the preceding timetable corresponds in number, class, day of leaving, direction and initial and terminal stations with a schedule of the new timetable, a train authorized by the preceding timetable will retain its train orders and assume the schedule of the corresponding number of the new timetable."

Train No. 1, first class, inferior by direction, leaves initial station A at 1:15 p. m. and runs through to terminal G, where it arrives at 10:20 p. m.

Assuming this train on Saturday left its initial station at 5:30 p. m. on regular schedule and reached C at 12:00 p. m. midnight and timetable changed at 12:01 a. m. Sunday, this train being daily except Sunday. How could it leave C? Could it assume its time at C on the new timetable or could it continue to terminal G on old schedule, or would it have to run through to terminal on train order? I hold that this being a daily train except Sunday it cannot assume the schedules of No. 1 on new card on Sunday at 12:01 a. m. at C, as the day of leaving does not correspond with the day of leaving its initial station A, on new card. Monday would be the first day of leaving initial station on the new card.

A READER.

ANSWER—No. 1 leaves its initial station at 5:30 p. m. Saturday and it is therefore a train of Saturday, at 12:01 a. m. Sunday they are only part way over the division and a new timetable takes effect which shows the schedule of No. 1 "daily except Sunday," and our correspondent in common with a great many others, reasons that as it is Sunday they cannot assume the new schedule at C as the train does not run on Sunday. This is where they make their mistake, for schedule No. 1, that rule 4 directs train No. 1 of the old timetable to assume at C, is a schedule of Saturday and

as No. 1 is a train of Saturday they have a perfect right to assume it and proceed to the terminal, subject of course to rule 82 which provides that schedules are in effect until twelve hours overdue unless fulfilled.

The train that cannot run on the new timetable is the one which is due to leave its initial station at 1:15 p. m. on Sunday.

**Monroe, N. C.**

Will you please say in the next issue, where and how number, class, direction and schedule of trains are indicated. What is a train of the new timetable and a train of the old timetable?

MEMBER. DIV. 504.

ANSWER—A timetable is the authority for the movement of regular trains subject to the rules. It contains the classified schedules of trains with special instructions relating thereto.

A schedule is that part of a timetable which prescribes class, direction, number and movement for a regular train. These schedules are generally shown in columns on the timetable with number, class and direction indicated at the top of the column, and sometimes part of this information is duplicated at the bottom of the column.

In operating a railroad it becomes necessary to make changes in the timetable to meet a changed condition of traffic and at such time another timetable is issued which is known as the new timetable, and the timetable which is superseded by this new timetable is known as the old timetable. A train of the new timetable is a train authorized by a schedule of the new timetable which is due to leave its initial station after the new timetable takes effect, and a train of the old timetable is one authorized by a schedule on the old timetable.

**Norwich, N. Y.**

As I am a reader of the CONDUCTOR, especially the arguments on train orders, would like to express my opinion regarding the orders given by E. S. Bates in your January number.

My decision is as follows:

If trains Nos. 625 and 629 were both overdue at Foster Ave., I am unable to see

how trains Nos. 630 and 632 could arrange to leave Foster Ave. until Nos. 625 or 629 arrived. But there would be no danger for Nos. 625 and 629 to arrange at Tyne for both trains go to Foster Ave. against Nos. 630 and 632. I do not consider this would be a tie-up for Nos. 625 and 629, on the N. Y. O. & W. W. A. GOULD.

### Springfield, Mass.

Your invitation for expression of opinion on Mr. Bates' question seems rather to be a feeler for the friends and foes of Rule 94, rather than to solve any difficult proposition.

I do not clearly understand the order in which the stations come as named by Brother Bates in the January CONDUCTOR, but I believe I see the point he has in mind. Let us adopt the suggestion offered by the Editor of Forum of Train Rules and let station A represent the initial or starting point of trains 629 and 625. Then say, *No. 629 has right over No. 630 A to F and over No. 632 A to E.* The orders addressed to 625 will read, *No. 625 has right over No. 630 A to G and over No. 632 A to E.*

There is no question but that both trains will stay at E for 632. The situation which follows is the one which Brother Bates wants figured out.

The first named train (629) has right over No. 630 to E.

The second train (625) has right over No. 630 to G.

If the rules on Brother Bates' railroad prohibit one train from passing another without train orders, and E is a blind siding where orders cannot be obtained, and Rule 94 of the Standard Code is not recognized, which permits one train to take another train to the next open telegraph office, ahead of them, all trains are "stuck."

If Rule 94 is permissible it will open up a hole very easily. While 94 may have some bad features, I will say a poor bridge is better than no bridge at all. I don't approve of one section driving a preceding section under the conditions named above.

W. D.

NOTE—It is my understanding that the train which overtakes the train which is tied up must have right (orders) or schedule which permits it to proceed without pooling their right with that of the train which is tied up. If trains are allowed to pool their rights under such circumstances it is entirely possible to create a situation where all four trains can go and meet between stations, and it is plainly evident that the rule was not intended to work that way. The rule has faults enough as it now reads without adding other faults by inference. Rule 94 states distinctly that the train which overtakes the delayed train must have right or schedule which permits it to proceed. I do not think that the rule contemplates that the overtaking train shall borrow what train orders the delayed train may have to help them out.

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The Fourth Edition of "Questions and Answers" by G. E. Collingwood, is the best publication on the subject in existence. It has been enlarged and greatly improved. Contains all *American Railway Association Rulings, Standard Code of Train Rules for Single and Double Track, Diagrams of Hand and Train Signals*, and all *Questions used in Examinations* with their *Correct Answers*. Makes Examinations easy. *Order Today.*  
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TRAIN DISPATCHERS' BULLETIN, - - Toledo, Ohio.

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# Official Changes

Newman Erb has been elected president of the Wisconsin Central, succeeding William A. Bradford.

C. E. Meyer has been appointed trainmaster of the Lake Erie & Western with office at Sandusky, Ohio.

H. M. Levinson, superintendent of the Sierra Madre & Pacific, has been appointed general manager.

P. J. O'Neil is appointed assistant superintendent of the Illinois Southern Railway, with office at Flat River, Mo.

Geo. J. Cunningham has been appointed trainmaster of the Idaho division of the Oregon Short Line, with office at Pocatello, Idaho.

Judson Harmon, receiver of the Cincinnati, Hamilton & Dayton, has withdrawn his resignation at the request of the court and will continue as receiver.

R. E. Comfort, general superintendent of the National Railroad of Mexico, has been given jurisdiction over the InterOceanic of Mexico, and over the Hidalgo & Northwestern.

Edson J. Chamberlin, formerly general manager of the Canada Atlantic, has been appointed vice-president and general manager of the Grand Trunk Pacific, succeeding F. W. Morse, resigned.

P. B. Vermillion has been appointed assistant superintendent of the Chicago Great Western at St. Joseph, Mo. W. G. Hunter is appointed assistant superintendent at Des Moines, Iowa. The position of trainmaster of the southwest division has been abolished.

H. B. Earling, general superintendent of the Chicago, Milwaukee & St. Paul of South Dakota and Montana, has been appointed general superintendent, lines east of Butte, of the Chicago, Milwaukee, Puget Sound, the new company which has taken over the Pacific coast extension of the Chicago, Milwaukee & St. Paul.

C. W. Jones, superintendent of the Iowa division of the Chicago, Rock Island & Pacific, at Des Moines, Iowa, has been appointed general superintendent of the Southwestern District, with office at Topeka, Kan., succeeding A. E. Sweet, who has been appointed assistant to the second vice-president, with office at Chicago. H. P. Greenough, superintendent of the El Paso division, succeeds Mr. Jones. H. L. Reed, superintendent of the St. Louis division, succeeds Mr. Greenough. A. W. Kelso, superintendent of Chicago terminals, succeeds Mr. Reed.

H. Hatcher has been promoted to the position of superintendent of the Southern at Columbus, Miss.

J. H. Sanders has been appointed chief train dispatcher of the Atlantic Coast Line at Charleston, S. C.

E. D. Hogan has been appointed superintendent of the San Antonio & Aransas Pass, with office at Yoakum, Texas.

J. L. Gould has been appointed master of transportation of the New Orleans Great Northern, with headquarters at Florenville, La.

N. W. Spangler has been appointed trainmaster of the Seventh District of the Union Pacific Railway, with headquarters at Rawlins, Wyo.

W. C. Brown, president-elect of the New York Central & Hudson River, has been elected also president of the Michigan Central and the Rutland Railroads.

John G. Walber, assistant to the third vice-president of the Baltimore & Ohio, has been appointed general superintendent of transportation, with office at Baltimore, Md., succeeding Arthur Hale.

W. S. Martin, assistant general manager of the Denver & Rio Grande and the Rio Grande Western, has assumed the duties heretofore devolving upon the general superintendent of the Denver & Rio Grande, and that position has been abolished.

W. C. Brown, president of the New York Central & Hudson River and of other New York Central lines, has been elected president of the Cleveland, Cincinnati, Chicago & St. Louis and the Pittsburgh & Lake Erie, succeeding W. H. Newman, resigned, effective February 1.

The titles of T. J. Foley, superintendent of terminals of the Union Pacific and now acting assistant superintendent of the Nebraska division at Omaha, Neb., George H. Likert, master mechanic at Omaha, Augustus D. Schermerhorn, division engineer at Omaha, William H. Putcamp, assistant division engineer at Omaha, J. Walter Adams, chief clerk to the superintendent and now acting superintendent of terminals of the Nebraska division at Omaha, James P. Carey, trainmaster at Omaha, Chauncey C. Cornell, trainmaster at Grand Island, Neb., and John L. Allavie, traveling engineer at Omaha, have been discontinued and each given the title of assistant superintendent, with office at Omaha. The officers will continue to perform their present duties, and in addition will assume such other duties as may be assigned to them.

# Mentions



Brothers—When writing to the CONDUCTOR, or, in fact, to any department, be sure to give your DIVISION NUMBER and STATE. You have no idea what an amount of work it will save us, and it is such a little thing for you to do.—Ed.

---

Has your foot slipped since January 1st?

---

Brother W. J. Witty has been appointed general yardmaster at Hayti, Mo., for the St. Louis & San Francisco Ry.

---

Anyone knowing the whereabouts of H. W. Linn, will confer a favor on the Secretary of Division 513, by advising Brother J. E. Haney, Ludlow, Ky.

---

Knowledge of the whereabouts of Frank Frates, last heard of in Texas, with the S. A. & A. P., is desired by Brother H. L. Gafen, whose address is L Box, Clinton, Ind.

---

An interesting detailed description of some draft gear tests made by the Southern Pacific, on its Los Angeles division, is given by the Railroad Age Gazette in its January 8th issue.

---

The International Brotherhood of Maintenance of Way Employes convened in New Orleans, La., December 7, 1908, delegates representing 275 lodges being present. A. B. Lowe was re-elected Grand President and S. J. Pegg Grand Secretary.

---

530—WM. PENN, West Philadelphia, Pa., 1st and 3d Sundays, 2 p. m., Schenider hall.

H. L. Hines, 1712 N. Wilton st.....C  
*W. S. Wear*, 4329 Westminster ave.....S  
 Organized January 31, 1909, by Grand Secretary and Treasurer, Brother W. J. Maxwell, with thirty charter members.

---

541—SASKATCHEWAN, Melville, Sask., 1st & 3d Sun., 14k, Commons hall.

J. A. Albrant.....C  
*W. T. Wheatley*.....S  
 Organized January 24, 1909, by D. Lamb, with twenty charter members.

---

547—BRAZIL, Brazil, Ind., 2d & 4th Sun., 3:30 p. m., K. P. hall.

C. H. Wilbert, 104 E. Logan st.....C  
 F. L. Richmond, 403 S. Chicago ave.....S  
 Organized January 24, 1909, by W. M. Clark, with twenty-three charter members.

Remittance slips bearing changes of address for the M. B. D. will not apply to address for THE RAILWAY CONDUCTOR unless so specified by letter accompanying. *Always give your Division Number* when writing to THE RAILWAY CONDUCTOR.

---

Johnnie Jones was shot, this morning, between the city hall and the grocery store.

---

Anyone having a knowledge of the whereabouts of C. F. Noltey, will confer a favor by informing Mrs. C. F. Noltey, Kenova, W. Va.

---

It is reported that Mr. Thornwell Fay, vice-president and general manager of the Harriman lines in Texas, will not go to the Pacific coast, as has been reported.

---

Knowledge of the whereabouts of John C. Hardy, last heard of on the P. & E. division of Big Four, is desired by Brother A. H. Harmon, 217 State street, Charleston, Ill.

---

If any of our readers know the whereabouts of E. M. Lowe, formerly a conductor on the Burlington lines at Wymore, Neb., they will confer a favor on his sister, by advising Mrs. Lulu K. Funk, Buckner, Mo.

---

The many friends of Brother N. W. Spangler will be glad to learn of his promotion to the position of trainmaster of the Union Pacific at Rawlins, Wyo. THE RAILWAY CONDUCTOR joins in wishing for him a full measure of success.

---

We understand the Texas Joint Labor Board will present a measure to the thirty-first legislature similar to the present safety appliance act of the federal government, the necessity for which is quite apparent to all who have kept in close touch with the workings of the federal statute.

---

Illinois Divisions of the Order were well represented at a meeting of the Illinois State Legislative Committee at Springfield, Ill., on January 5. Interesting reports of work done were made by Chairman Carroll and Legislative Representative Sheehan and plans outlined for the ensuing term. W. W. Carroll was re-elected chairman, N. Erickson elected vice-chairman, F. S. Thomas elected secretary, and W. P. Sheehan re-elected to represent the committee at the meeting of the state legislature.

The following Division cards have been lost or stolen; if presented, please take up and forward to this office:

CARD NO.	WRITTEN FOR	DIV.
5341.....	J. J. McGraw.....	3
9224.....	L. M. Needham.....	70
12718.....	W. F. Morrissey.....	86
12719.....	C. E. Gorgens.....	86
1261.....	E. H. Pope.....	123
5843.....	E. E. Doering.....	137
12673.....	C. W. Johnston.....	151
13660.....	H. H. Calcock.....	202
5526.....	L. V. Carter.....	232
8058.....	M. S. Williams.....	260
9061.....	H. B. Griffin.....	311
6024.....	F. J. Hart.....	343
5490.....	W. G. Morrow.....	352
2378.....	Luther Burns.....	424
8673.....	H. L. White.....	508

### Men and Mules.

A coal company in the Hocking Valley, Ohio, employs both men and mules. One mule costs \$200 and, in point of work, equals six men. The company has this order standing on its books:

"When the roof gets weak, take out the mules."

### Are Book Reviews News?

There seems to be a difference of opinion among editors as to whether the appearance of an important new book is an event deserving of any mention in a crowded newspaper. Is the review of a good novel or a great history a matter of real public interest? The Chicago Record-Herald is one of the comparatively few newspapers that answers this question in the affirmative by printing reviews and news of the latest books every day in the week. It believes that its readers are intelligent men and women, who wish to keep up with the world's literary events, as well as with other important news. Its literary department, under the editorship of Edwin L. Shuman, is generally acknowledged to be the most ably conducted in the west. Mr. Shuman's reviews are sought and quoted all over the country, and so are those of his brilliant corps of assistants. Walter Littlefield's news letter from New York every Saturday keeps the Record-Herald's readers informed on all the forthcoming books of importance, and a cable dispatch from London every Sunday gives the latest book news of the English capital. Thus by covering the literary events of the world as thoroughly as those of every other field the Record-Herald has become the leading authority in that line west of New York. It is not strange that people of literary taste prefer it.

We are glad to note the advent into the journalistic world of "The Railway Record," the first copy of which has just come to our exchange desk.

Mr. Martin Dunn, its managing editor, was formerly for many years a writer on the Denver Post, and brings to the editorial chair of the Record a ripe experience as a writer on railroad questions, of interest to all people who are interested in railroad operation, either from the point of view of the owners, investors, managers, employees or the public. Mr. Dunn would be glad to have those interested in railway financial news, improvement or extension work, changes in official management, purchase of new equipment, and indeed any and all railway news of general interest, communicate with him.

The policy of the paper will be for a square deal for the railroads, the employees and the public.

It is a weekly, and the subscription price is \$2.00 per year.

Address: Western Union Bldg., Chicago, Ill.

### No Place for Pictures.

An incident in which humor and pathos were combined occurred in the Italian settlement of Philadelphia the other day after a mission worker had handed a little Italian child a picture card.

"Here, little girl," said the woman; "you can take this home and hang it on the wall of your room."

"We has no walls in our room," said the child.

"No walls," said the worker, looking amazed.

"That's right. There are five families in the room where we live, one in each corner, and we live in the middle of the room, so you see we ain't got no walls to hang anything on."—Philadelphia Press.

### Overboard.

"Overboard" is engraved on a metal label fastened to many articles of paraphernalia seen about the decks of a modern war vessel. It means that the article so marked should be thrown overboard whenever action with an enemy's ship becomes imminent. Alcohol chests, turpentine tanks, paints, spare spars, unnecessary hatches and other articles easily destroyed or splintered by shell fire are thus labeled. The president of Occident college, California, is said to have given the word a new meaning in civil life when he used it to indicate those who are unfit, useless or inept in the struggle of life. It is a strong word and as such can be appropriately applied to men and things which when a ship must go to battle are not necessary or material to the end desired.—Army and Navy Life.

### Roosevelt's Estimate of Lincoln as President

Any man who has occupied the office of President realizes the incredible amount of administrative work with which the President has to deal even in time of peace. He is of necessity a very busy man, a much driven man, from whose mind there can never be absent for many minutes at a time the consideration of some problem of importance, or of some matter of less importance which yet causes worry and strain. Under such circumstances, it is not easy for a President even in times of peace to turn from the affairs that are of moment to all the people and consider affairs that are of moment to but one person. While this is true of times of peace, it is of course infinitely more true of times of war. No President who has ever sat in the White House has borne the burden that Lincoln bore, or been under the ceaseless strain which he endured. It did not let up by day or by night. Ever he had to consider problems of the widest importance, ever to run risks of the greatest magnitude; and ever through and across his plans to meet these great dangers and great responsibilities was shot the wwoof of an infinite number of small worries and small annoyances. He worked out his great task while unceasingly beset by the need of attending as best he could to a multitude of small tasks. It is a touching thing that the great leader, while thus driven and absorbed, could yet so often turn aside for the moment to do some deed of personal kindness; and it is a fortunate thing for the nation that in addition to doing so well each deed, great or small, he possessed that marvelous gift of expression which enabled him quite unconsciously to choose the very words best fit to commemorate each deed. His Gettysburg speech and his second inaugural are two of the half dozen greatest speeches ever made—I am tempted to call them the two greatest ever made. They are great in their wisdom, and dignity, and earnestness, and in a loftiness of thought and expression which makes them akin to the utterances of the prophets of the Old Testament.—From "President Roosevelt's Tribute to Lincoln," in the American Review of Reviews for February.

### Drinking Habit Nearly Always Formed in Youth.

If there is one subject more than another within the entire scope of the liquor problem upon which all observers are in gratifying accord, it is in regard to the dangers of allowing alcohol in any quantity to children and adolescents. During youth the habits of the body are formed, and the growing organism has peculiar susceptibility to narcotic poisons. Dr. Alexander Lambert made a study of a certain number of alcohol cases in Bellevue Hospital, with

reference to the age at which the use of the drug began. Here are the rather startling and highly suggestive facts:

"Of 259 instances where the age of beginning to drink was known, four began before 6 years of age; thirteen between 6 and 12 years; sixty between 12 and 16; 102 between 16 and 21; seventy-one between 21 and 30; sixty between 30 and 40; and eight only after 40 years of age. Thus, nearly seven per cent began before 12 years of age, or the seventh school year; thirty per cent began before the age of 16; and over two-thirds—that is, sixty-eight per cent—began before 21 years of age."—Dr. Henry Smith Williams in the February number of McClure's Magazine.

"I hold child labor the curse of our nation, responsible for the frequency of tuberculosis in childhood, young men and women, and last, but not least, responsible for alcoholism in the young. How can we expect the delicate growing system of a child, wrecked often by eight or ten hours' day labor, and in some instances even by long hours of night work, to resist the temptation of drink."—Dr. A. S. Knoff.

That every effort is being made to enforce the labor law of the state of New York and that the conditions governing the employment of labor have been bettered during the past year is the deduction to be drawn from the annual report of State Commissioner of Labor John Williams, which was submitted to the legislature of that state January 18, 1909. Appended to the commissioner's report, which presents a general view of the work of the department, is a preliminary report of the bureau of mediation and arbitration, which notes a large reduction in labor disputes in 1908 as compared with 1907. In 1908 only 158 strikes and lockouts were reported, in which 19,948 employees were directly involved, as compared with 282 disputes and 77,931 workers directly concerned in 1907. The prevailing industrial depression and the development of trade agreements are cited in explanation of the lessened number of disputes. Interventions of the bureau numbered seventy-five.

"That woman always keeps me guessing," said the grocery clerk as she went out. "I never can tell till the last minute what she is going to buy. Just now she priced the coffee. I gave her the prices—25 cents, 28, 30, 35, 40.

"Is your 25-cent coffee any good?" she asked me.

"Yes," said I; 'bang up.'

"Then," said she, 'give me a pound of your 40-cent, ground fine.'" — New York Press.

### The Story of a Song.

The story of "Ninety and Nine," the well known hymn the music for which Ira D. Sankey improvised in a burst of deep feeling, was told by the Rev. Dr. C. E. Locke at the funeral of Mr. Sankcy. The evangelist had found a little poem, "The Lost Sheep," in a Scotch newspaper, so runs Dr. Locke's account in the Brooklyn Eagle, and had clipped it. One night in Edinburgh Mr. Moody asked him to sing. Mr. Moody had just finished his sermon, "The Good Shepherd." Mr. Sankey had no thought of composing a new song, but as he used to tell the story:

"As I sat at the organ my fingers fell on a flat and my eyes fell on that little poem. I began to sing, and I sang the words of that poem."

When he had finished Mr. Moody rushed down from the platform and asked him where he had found that song. He said it was the most wonderful song he had ever heard. Mr. Moody was weeping, Mr. Sankey was weeping, and the audience was in tears, so great was the impression produced by the song.

"I sang it as God gave it to me," Mr. Sankey replied. He never changed a note of the song from the time it fell from his lips.

### On a Bronze Medal of Lincoln.

This bronze our Lincoln's noble head doth bear.

Behold the strength and splendor of that face.

So homely-beautiful, with just a trace Of humor lightening its look of care!

With bronze indeed his memory doth share, This martyr who found freedom for a

Race;

Both shall endure beyond the time and place

That knew them first, and brighter grow with wear.

Happy must be the genius here that wrought

These features of the great American

Whose fame lends so much glory to our past—

Happy to know the inspiration caught

From this most human and heroic man

Lives here to honor him while Art shall last.

—Frank Dempster Sherman, in Success Magazine.

A good countenance is a letter of recommendation.—Fielding.

"I hate to be poor. Now a millionaire can walk right in and order what he wants without bothering about the price."

"He can," stated the weary salesman, "but he seldom does."—Kansas City Journal.

### Shear Humor.

Too much is worse than want.—German Proverb.

She—You make love like an amateur.

He—That's where the art comes in.—Life.

"When did you move into the suburbs?"

"Three cooks ago."—Puck.

Some men are rich enough to afford every luxury except a clear conscience.—Philadelphia Record.

Nan—Your nice new waist is all crumpled.

Fan—Well, suppose it is! Do you think Jack is an armless wonder?

Madge—Dolly is a whirl of surprises.

Marjorie—I should say so. Why, she's actually going to marry the young man she was engaged to last summer.

Tommy—Say, papa, I wish you would tell me something. Papa—Well, what is it? Tommy—When you were a little boy, who was my papa?—Chicago News.

Paul, at the age of 4, was asked one morning by his papa, "What is the name of the first meal of the day?"

"Oatmeal," responded little Paul, promptly.—Exchange.

Widow (at washtub)—Are you positive you love me?

Suitor—Of course I am.

Widow—What's the matter? You haven't lost your job, have you?—Pittsburg Press.

"Do you believe in such a thing as luck?"

"Of course," answered Miss Cayenne. "Otherwise it would be impossible to explain the success of people we don't like."—Washington Star.

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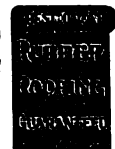
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# Mortuary Record

- ARNOLD—Brother M. N. Arnold, Division 304, Canton, Miss.  
BUGBEER—Brother H. E. Bugbee, Division 196, Jacksonville, Fla.  
BROOKES—Brother J. W. Brookes, Division 383, Lafayette, La.  
BALES—Brother H. W. Bales, Division 326, New Castle, Pa.  
BENEDICT—Brother E. C. Benedict, Division 498, Hillyard, Wash.  
CALLAHAN—Brother J. G. Callahan, Division 220, Fremont, Neb.  
CAVANAUGH—Brother P. Cavanaugh, Division 307, Elizabeth, N. J.  
CARLEY—Brother W. H. Carley, Division 52, Port Jervis, N. Y.  
DIMOND—Brother H. C. Dimond, Division 335, Concord, N. H.  
DUDLEY—Brother G. H. Dudley, Division 367, McComb City, Miss.  
DILLINGER—Brother J. Dillinger, Division 416, Pottsville, Pa.  
DUFFY—Brother M. J. Duffy, Division 129, Halstead, Pa.  
ELDRIDGE—Brother W. Eldridge, Division 157, Boston, Mass.  
EVERHART—Brother J. J. Everhart, Division 301, Seymour, Ind.  
FORD—Brother H. B. Ford, Division 317, New Haven, Conn.  
FENTON—Brother F. M. Fenton, Division 413, Boston, Mass.  
GOODSELL—Brother R. W. Goodsell, Division 79, Peoria, Ill.  
GOVE—Brother W. T. Gove, Division 47, Winnipeg, Man.  
HALL—Brother G. W. Hall, Division 89, Louisville, Ky.  
HARRISON—Brother W. L. Harrison, Division 231, Vicksburg, Miss.  
HANSON—Brother H. Hanson, Division 53, Denison, Tex.  
HAMILTON—Brother J. Hamilton, Division 138, Garrett, Ind.  
HINEBAUGH—Brother A. Hinebaugh, Division 4, Oskaloosa, Ia.  
HOSMER—Brother W. E. Hosmer, Division 232, Sioux City, Ia.  
HALL—Brother C. B. Hall, Division 108, New Orleans, La.  
HANNAH—Brother W. Hannah, Division 254, Frankfurt, Ind.  
JOINER—Brother T. J. Joiner, Division 218, Savannah, Ga.  
MARTIN—Brother R. J. Martin, Division 436, Chihuahua, Mex.  
MANSFIELD—Brother W. C. Mansfield, Division 169, Jersey City, N. J.  
MCDONALD—Brother A. McDonald, Division 267, Vancouver, B. C.  
MCDONOUGH—Brother M. G. McDonough, Division 317, New Haven, Conn.  
O'NEIL—Brother F. O'Neil, Division 1, Chicago, Ill.  
PARKS—Brother F. R. Parks, Division 132, Salida, Colo.  
PALMER—Brother S. Palmer, Division 162, Philadelphia, Pa.  
REPPARD—Brother A. A. Reppard, Division 218, Savannah, Ga.  
ROBERTSON—Brother H. B. Robertson, Division 419, Shreveport, La.  
SWARTOUT—Brother R. B. Swartout, Division 176, Corning, N. Y.  
SMITH—Brother B. B. Smith, Division 57, Fort Worth, Tex.  
SHUTTS—Brother B. W. Shutts, Division 194, Brookfield, Mo.  
SHOBER—Brother O. L. Shober, Division 119, Ft. Wayne, Ind.  
SIMPSON—Brother W. Simpson, Division 368, Argentine, Kans.  
TUCKER—Brother C. E. Tucker, Division 251, Pine Bluff, Ark.  
TEFFT—Brother C. Tefft, Division 43, Oneonta, N. Y.  
WILSON—Brother W. H. Wilson, Division 14, Cleveland, O.
- 
- BASSENGER—Wife of Brother W. S. Bassenger, Division 46, Milwaukee, Wis.  
CANTWELL—Brother of Brother F. S. Cantwell, Division 139, Knoxville, Tenn.  
CAIN—Father of Brother J. G. Cain, Division 53, Denison, Tex.  
HALL—Wife of Brother H. D. Hall, Division 336, Duluth, Minn.  
HOUGHTON—Father of Brother J. H. Houghton, Division 79, Peoria, Ill.  
MYERS—Father of Brother F. N. Myers, Division 53, Denison, Tex.  
McMAHAN—Wife of Brother S. McMahan, Division 119, Ft. Wayne, Ind.  
McMAHAN—Wife of Brother P. C. McMahan, Division 14, Cleveland, O.  
McWILLIAMS—Wife of Brother J. W. McWilliams, Division 114, Pittsburg, Pa.  
PERRY—Son of Brother Parker Perry, Division 40, St. Paul, Minn.  
REISING—Mother of Brother J. E. Reising, Division 79, Peoria, Ill.  
SIMPSON—Brother of Brother J. L. Simpson, Division 79, Peoria, Ill.  
WHITE—Wife of Brother A. G. White, Division 96, Aurora, Ill.



## *Rail or Roundhouse*

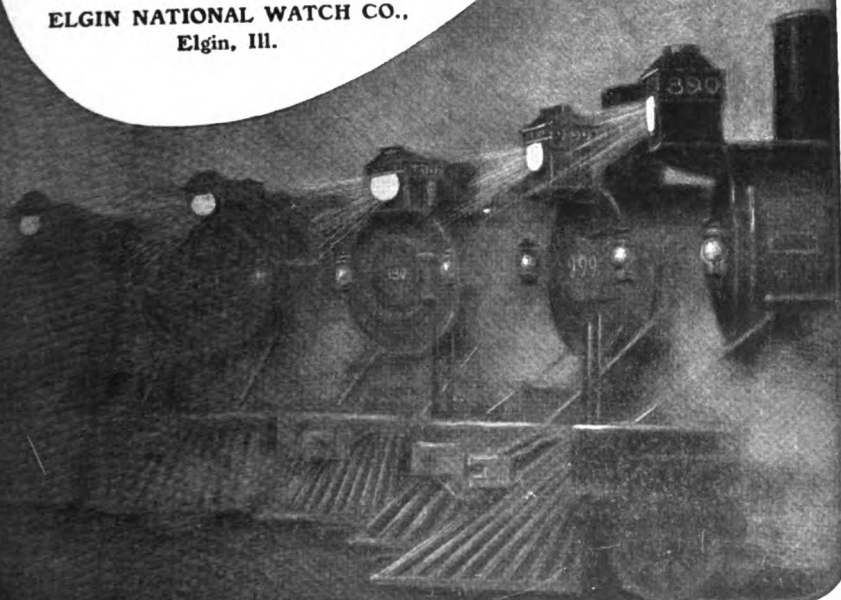
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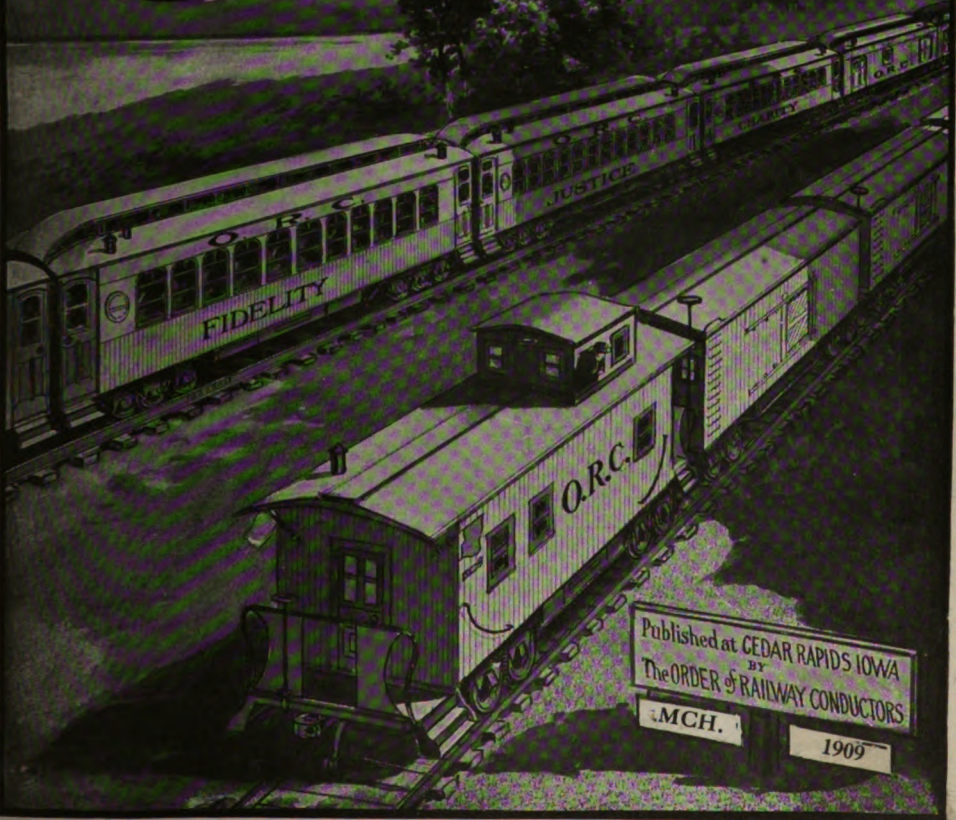
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# The Railway Conductor

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## Block Signaling

Address of Captain Azel Ames, chief signal officer of the Interstate Commerce Commission, to the first annual convention of railroad officials and trainmen with the Railroad Commission of Indiana, at Indianapolis, Indiana, November 10, 1908.

The question we have been discussing all day of safety in railroad operation, is an exceedingly interesting one to all parties in any way connected with it. To the Federal government it is surely of interest. You know that winter before last Congress, by joint resolution, directed the Interstate Commerce Commission to inquire into the "use of and necessity for block signal systems and appliances for the automatic control of railway trains in the United States," and that last winter they increased the scope of the Commission's powers in this direction by directing them also to inquire into the use of and necessity for all other appliances or systems for the promotion of safety in railway operation, and to carry out its purpose the Commission established a board known as the block signal and train control board, of which I happen to be a member. I think another evidence of the interest of the Federal government in these proceedings is the fact that they have, from the War Department, detailed Colonel Dunn in charge of the Bureau of Explosives, established jointly by the co-operation with the Federal government of the American Railway Association. That this subject is intensely interesting to the state of Indiana, and comes right home to them, is borne out by the commissioner's remarks in his address this morning where he referred to the Interstate Commerce Commission's recent bulletin, in which the ten principal railroad wrecks in the country are specified, three of the ten occurring in the state of Indiana. You are, of course, all

familiar with the Federal government's work in the enforcement of the safety appliance act and the gathering of statistics and the keeping of accounts. The public is tremendously interested in this question on account of the loss of life and injury to passengers, and we have had a pretty good example this morning of to what extent the employees were interested in this question of safety appliances in the general safe-guarding of railway operation. The railroads were interested, or were last year, to the tune of about \$15,000,000 damage to equipment, rolling stock and permanent way from derailments alone. If we have any love for our country or for our fellowmen, or fellow employees, or our employers, this subject, then, with all its ghastliness, must have a tremendous interest for us. While, of course, not all the loss of life and damage to property upon railroads can be mitigated by any one man's effort, I think we all have an interest in anything that tends to diminish the number of casualties and the amount of property loss to which we are now subjected in railroad operation. One of the instrumentalities, the principal one for curing certain of our railroad troubles, is the block system. To appreciate fully the meaning and extent of block signaling, it might be well for us to take a preliminary glance at some of the conditions that affect train movements over a railroad line.

If we had a little straight railroad or line from A to C, with no switches in the track and only one train a day, about all we

should need, so long as the track held together and the equipment performed its functions, would be a schedule. If we put in a switch between A and C, we immediately put in another condition. We must know whether the track, which is broken at that point, is physically intact for the passage of the wheels of the vehicle, and we have to know *that* even if there is only one train and it is a one-track railroad. We have to consider the track not only from the standpoint of a physical structure, designed to support and carry the flanged wheels of the vehicles, but when there is more than one train on the railroad the bed becomes not only a structure for the carrying of the wheels, but it becomes a channel of communication occupied by two or more moving bodies. We know there is a law of nature that two bodies can not occupy the same space at the same time; when they try to, we call the result collision. As our railroad conditions become complicated, there arises the necessity of providing means for keeping our trains apart. The earliest method was generally by a time interval, but, of course, we all know how insufficient it is. A train may have been gone ten minutes, yet it may be that it has broken down in the cut just around the curve. So, in fact, the only method that we consider at all suitable for keeping our trains apart nowadays is the space interval, and to apply that space interval, to a railroad, of course, we divide it into blocks, a block being defined as a length of track of defined limits, the use of which by trains is controlled by a block signal, it being considered necessary to give the engineer some form of a visual indication, aside from a written one, as to whether it is proper for him to use a given block.

In any block system two things are fundamentally necessary; first, means for giving instructions or information to the engineer as to the use of his block; and second, means for assuring ourselves that the information or instructions given are correct and sufficiently complete. Now, in fact, in all block systems, the means used for indicating to the engine runner whether he can use a block or not is a fixed signal, and in these signals the indications given by

the visual aspect of the signals are about the same, irrespective of the method used for insuring that the information given is correct.

I think it may be well for us for a moment to consider briefly the question of signal indications. As our situation becomes more and more complicated, of course, there are more and more conditions which we must tell the runner about. We have to indicate to him whether the track is obstructed, whether a switch is set for the side track or main track, whether the derail is open or closed, and there comes up in railroading an enormous amount of this sort of information that the runner has to have. Now, our enginemen, or most of them, have grown up gradually, being trained into receiving certain kinds of information by means of signal indication, and *then on the basis of their education and training and experience, deducting from that information that is given them, how they ought to handle their trains.* Of course, that is an indirect method. I mention this chiefly because there is now a rather strong tendency among the many railroad men who are considering this question to try and *let the signal indication give a direct command to the engine runner to do something or not to do something definite in the actual control of his train movement,* and not to try by means of signal indications to explain a lot of existing conditions and let the runner deduce what he shall do; in other words, to use a direct method of signal indication rather than the old and indirect method.

So much for the indication.

Now, as to the means of determining whether or not the indication which gives the information or instructions to the runner is correct. For this purpose there are various forms of block signal systems used. Perhaps you might first touch on the one known as the trainstaff, little used by railroads in this country, but in other countries used quite extensively. It consists of a piece of metal of special form to be carried on the engine cab to give the right of entry into the block, and the runner must be in actual possession of this staff before he can proceed. It is used on a great many foreign roads, because of its great pro-

pective value. With its adaptation to modern and complicated working, it offers a very secure method of single track blocking, where the volume and speed of the traffic are not such as to make it undesirable. It necessitates stopping at each block station to obtain the staff, unless these are provided as on some high speed roads, a staff system, where staff receivers and staff deliverers are provided, so that trains may receive the staff at the entrance of each block without slowing up.

The block signal system most used in this country is the ordinary telegraph block, in which semaphore signals are operated directly by a signal man, upon the basis of information received by telegraph. On a road of light traffic, such a system can be installed, using existing telegraph lines, and putting in a very cheap form but serviceable form of signals, and possibly without the addition of any telegraph instruments. The chief need in the operation of the telegraph block is the use of a special and distinct telegraph wire from block to block, so no interruptions may occur to the working of the block on this wire. Such a system can be installed for about \$200 per mile and can be maintained for about \$15.00 per mile per year. On railroads where traffic is light, the present operators can be used to work the block, although the laws of this country and in many of the states, regulating the hours of labor, make it necessary in figuring on the installment of any system of this character, to figure on some increase in the force of telegraph operators to give train orders in the same ratio that they would have to increase it for the block system on account of the operation of the eight-hour law. Now, with our telegraph block system (I am touching on this, gentlemen, even though you are very familiar with it, as Commissioner Wood thought it might be desirable to define a few of these things, even if most of us already know about them), we are entirely dependent on the man, and any one man, or any one of several men, making an error, may cause a train to be improperly admitted into a block. Because of man's failures in connection with the telegraph block system, attempts to improve it have been made so as to absolutely require the

co-operation of two or more men to clear a signal to allow a train to enter a block. Such systems are called *controlled manual* block systems, and they are generally installed by placing an electric lock on the signal lever, having the electric lock energized by a circuit which is controlled at both ends of the block. This locking between the towers, of course, insures the proper co-operation between the two signal men, but does not insure protection against many other conditions that may arise. So in a number of cases of controlled manual block system, short track circuits are put in and which are arranged to control the electric lock, which in turn controls the operation of the signal levers. There is more variation in the degree of refinement and the degree of cost in the controlled manual block than in any other system. You can get a simple form of controlled block, without track circuit, for three or four hundred dollars a mile, and there are controlled manual block systems in use that cost \$1,500 to \$2,000 per mile. When you increase the number of blocks, you increase the capacity of your line, but you make a tremendous increase in fixed charges, on account of the extra men required in the operation of the additional signals for each additional block.

The automatic block system is the one we find in most favor on roads that can afford it. It possesses the features of not being operated by man, but entirely by the passage of the wheels of the vehicles over the track circuits, which are generally made continuous, extending throughout the block, thus affording one very valuable form of protection in our present day railroading, which other block systems cannot give, namely, the protection against broken or removed rails; and I think you will agree with me that a good many of our rails are none too good nowadays. A good automatic block system can be installed for a thousand dollars per mile of single track. You must understand that when you put an automatic system on a single track road, there must be some provision for meeting orders, and the installation will cost as much for a mile of single track as it would cost per mile of double track railroad. Such an automatic system can be maintained for about \$225.00 per mile a year.

Now, getting down to the state of Indiana, as compared with the United States at large, we have with all of those roads reporting to the Interstate Commerce Commission, and which embrace all of the interstate railroads of the country, about 151,000 miles, of which about forty per cent. are block signaled. In Indiana, for a like period, there were about 7,000 miles of steam railroads in the state, and about 1,500 miles of electric roads, making a total of 8,500 miles, and out of that only 1,900 miles, or about twenty-two per cent., were block signaled; so that the state of Indiana is somewhat behind the average of the country. It might be interesting to show the relative kinds of block systems in use; out of the 1,900 miles in Indiana, about 75 miles were automatic, about 1,400 manual and about 400 controlled manual. I imagine these percentages would hold good roughly throughout the country, except in the extreme eastern portions of the country, where the automatic would exceed.

The act of 1907, to which the chairman referred, provides that on those steam roads with earnings of over \$7,500 per mile, there is to be an approved block system after the first of July next, although the act gives the Commission the right to extend the time for one year. I fancy the chief questions the railroad men are asking, are these: First, is the Commission going to make us get all our lines equipped by July 1, 1909? I fancy the Commission will see fit, in using their discretionary powers, to extend this time for another year, where conditions warrant. I think they have shown themselves to be as liberal as their duty would permit. Another question that is to arise is, whether a road which is earning \$7,500 or more a year, will have to put in a block system on its little jerk-water lines, whose earnings are not anywhere near that amount. The act provides that where the earnings do not warrant this block system, the Commission has power to relieve the road from it as to that particular branch or spur. Another question that railroad men are pretty likely to ask is, what does the Commission mean by an "approved block system?" Is the Commission going to adopt a specification, hand it to us and say, "gentlemen, here is what

you must put in?" I take it they are not going to do any such thing. I conceive of no more dangerous condition that might result on a railroad of small financial resources or light traffic, than to have the Commission, or any other body, enforce the installation of an expensive automatic block system. I say "dangerous," for the reason that if the road could not afford to put it in, it could not afford to maintain it, and if not properly maintained it would not operate properly, and if not operated properly, it would soon fall into lack of respect from trainmen, and the last state of that railroad would be worse than the first. Now, what will they require? Of course, we are only guessing. But I have an idea that the Commission will not establish any elaborate specification as to what they want, for the reason that the railroads themselves know what they need better than the Commission does. The operating officer of the railroad knows what his road needs; he knows what he would like to have if he could get the money from his manager. Perhaps the Commission can help him a little. I don't think the Commission needs to make any specification. The railroads have done that for themselves. The American Railway Association has established its standard code of block signal rules, and it has laid down requisites of installation and all the data that is necessary for determining as to what should be done in the way of installation or operation of the block system. I fancy, also, that the Commission may find it desirable to permit for the present, and under the present law, the installation of a block system on a railroad whose resources are small that it would not be satisfied with a few years later when the road is more prosperous. I take it we shall find that the position of the Commission will be to see that after we have once established rules and requirements of our own, that we live up to them. The Commission, I understand, after considerable opposition, secured the passage of that portion of the transportation law which makes it a misdemeanor for any officer or railroad employee to operate his railroad contrary to his own rules, which rules are filed with the Commission. I think that it is an exceptionally import-

ant provision to make the infraction of the rules of a railroad a misdemeanor, for the reason, as we have seen before today, that anywhere from seventy-five to eighty per cent. of all the accidents that occur are due to negligence, which is preventable; they are due to man failure. Now, by man's failure, we do not always mean that the man did not go back far enough to flag. It is a great deal worse man failure for a superintendent to see a man not go back far enough and not call him down, and still worse on the part of a general manager if he does not organize his road in such a way that he can have clean-cut supervision and a definite placing of authority and responsibility.

In addition to this law we have just quoted, we have in Indiana other instrumentalities in the shape of laws and rules. At present we have rate laws, classification and discrimination laws, law against rebates, laws giving power to this Commission to investigate car service, demurrage rules and hours of labor laws. The state requires automatic couplers, continuous brakes, uniform height of drawbars, has clearance laws and the block system law; and, in fact, enough law to uphold the majesty of any state, to safeguard the public in its pocket, and both the public and the employes in their persons and render even more strenuous than ever the pursuit of the elusive dividend. But in spite of all these laws the damage goes on, and two-thirds of this enormous loss is due to negligence in operation, due to the simple fact that some man or some men did not do their duty; they did not think, or they forgot, or frequently they become a victim of that American disease of taking chances. Now, what has this to do with the enforcement of the block signal law of the state by the Commission? Just this: The state is not going to make specifications as to the block system, for the reasons I have already given. The state is not going to demand the creation of a great complicated and elaborate system of block signaling. They are after safety. Now, "safety," of course, is purely a relative term. I happen to have been connected for the last two and a half years with probably the most safe and complicated signal installation that the world

has seen. We have spent one million dollars for covering twenty miles of territory, we paying more for block signaling per mile than would build many roads in Indiana at this time. We have every refinement known to the art and a good many that were not known to the art when we began, and yet I really wonder how much safer is the passenger on our trains than when he is riding on the London & Northwestern. I had the opportunity of working a tower on the London & Northwestern road for about an hour while once on a visit in that country. It is a pretty good piece of four-track road, and it kept me busy with their needle telegraph and levers to keep from sticking a train. When a little lull came I turned to the rosy-cheeked English signalman and said to him: "You have no electric lock on these levers. You haven't a block instrument in the place. There is no control from one cabin to another; simply this little old needle. You have no track circuit. You haven't any of the features that we consider most necessary in America. There is no reason in the world why you cannot take hold of any one of these levers and clear the signal with a train in the block." "Oh, but we wouldn't, yer know, sir." I said to him, "You may make a mistake." "No, sir, we don't." *And they don't.* That is just the difference between railroading here and in England. They don't make the mistakes that we do. Now, human nature, I believe, is a good deal the same the world over. The block system does not consist of apparatus alone. It consists of apparatus plus men. The installation and maintenance of the signal apparatus and the systems has developed in the last few years enormously until it has now reached a point where its future development will take care of itself. Gentlemen, I believe today signaling has ceased to be a mechanical or electrical or engineering problem, and has become an economic and sociological and human one, and the quicker we realize this the better. Now, while our apparatus has developed to its highest limits, we know from the results of the operation of our railroad systems that something has not developed to the highest limit, and, gentlemen, I believe you will agree with me that it is the man. How are

we going to develop this man to operate our signal systems? Hadn't we better spend on him a little of the money we have spent on the apparatus because it wasn't good enough? The reason we have used signal apparatus was because it was intended to do better or more work than men did without it. The history of signaling has been this: man has failed; signal apparatus has been installed to help man; man has failed again, and more apparatus was installed; and the result is that we have gone on and on with this thing until it has become a habit, resulting as most habits do from doing over and over again the same thing without considering whether it is the best thing to do. It is good to a certain extent. In fact, our signal apparatus today stands as a monument to our engineering skill, but the results of our railroad operations are not anywhere near commensurate with the advance in our apparatus. Now, as to our men. If, for example, we want to lift the armature of an electric lock we exert an attractive force from a magnet. If we want to lift a man from time-serving inefficiency to a clean-cut, alert and faithful performance of his duty as a signalman or any other kind of railroad man, we must do the same thing—exert the force from the magnet. We must make the job attractive to the men. We say we are doing so. We are as far as actual pay is concerned, but

the thing that makes good men on the railroads is experience, thorough training. What we want is a condition such that if we are paying a man \$60 today and someone else comes along and offers him \$65 he will refuse because he knows he is being taken care of. Under this condition we put a premium on that man's doing his work better. Now, the best incentive that can be put before any man is that if he does his work skillfully and faithfully he will not only be paid a reasonable compensation while he does it, but that he is all the time acquiring an interest in that which shall take care of him in his old age. I think the one best thing in the world to raise the standard of American railroad men is the pension system. To make a man a good railroad man he must not want to be a good man but he must know how, and if he is to know he must be taught; and to teach him there must be a system of instruction.

Gentlemen, I believe that with a good system of instruction on our railroads, systematically followed up, as provided for in the laws of the state of Indiana, and above all that, a good pension system, we will have no difficulty in getting and keeping such a number of faithful, loyal and sufficiently competent employees that we can operate most any kind of a block system safely, reliably and economically.

## Duty

The sweetest lives are those to duty wed,  
 Whose deeds, both great and small,  
 Are close-knit strands of an unbroken thread,  
 Where love enobles all.  
 The world may sound no trumpet, ring no bells,  
 The Book of Life the shining record tells.

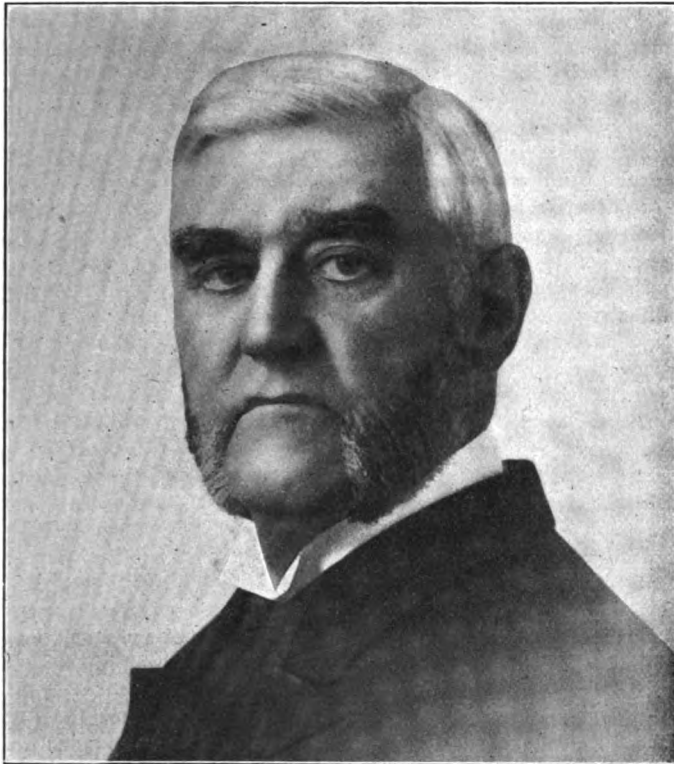
Thy love shall chant its own beatitudes  
 After its own life-working. A child's kiss  
 Set on thy singing lips shall make thee glad;  
 A poor man served by thee shall make thee rich;  
 A sick man helped by thee shall make thee strong;  
 Thou shalt be served thyself by every sense  
 Of service which thou renderest.

—Browning.

## Mr. Marvin Hughitt

**President Chicago & North-Western Railway Company**

Mr. Hughitt was born at Genoa, N. Y., August 9, 1837, and at the age of 13 became a student of telegraphy at Auburn, N. Y., and was in the service of the New York, Albany & Buffalo Telegraph Co., in 1851-1853. He came to Chicago in 1854, at the age of 17, and accepted service with the Illinois & Mississippi Telegraph Co., under Judge John D. Caton, owner of that property. Mr. Hughitt served as telegraph operator and trainmaster of the St. Louis, Alton & Chicago from 1857 to 1862 when he entered the service of the Illinois



MARVIN HUGHITT

Central and was successively trainmaster, superintendent, and general superintendent. He served the Chicago, Milwaukee & St. Paul in 1870 as its assistant general manager; and the Pullman Palace Car Co. in 1871 as its general superintendent. Mr. Hughitt came to the Chicago & North-Western in March, 1872, as general superintendent, was appointed general manager May 1, 1876, elected second vice-president and general manager June 3, 1880, and on June 2, 1887, was elected president, in which capacity he is still serving.

## “Driftwood”

DEDICATED TO A SOLDIER BY MAY Z. COOK.

“Golden-rod I gathered on a distant flow’ry slope;  
Golden was the twilight hour, golden youth and hope.  
Golden-rod all withered now, is drooping pale and dead,  
Oh, the golden glamour of the fantasies that fled.  
Wreaths of faded golden-rod wend lonely silent ways—  
Back to saffron twilight hours, in the olden days.”

Within a farm house old and grey, in a strange, old-fashioned, silent town in Indiana, sat a family talking until the night descending filled the room with darkness. In the gloom their faces faded and their voices only broke the spell of night. They told of what had passed in life and how it might have been instead. Each told of what he thought and spoke of vanished dreams; of drifting scenes from childhood; of the changing of friends, and of some who were dead. And as heart speaks to heart, they felt the keen sorrow of what once was, and can never be again; a quivering of the inner soul; words powerless to express, an inexplicable something that leaves it still unsaid.

The leaves of memory marked a doleful rustling sound: Something unusual told in the tones they used; words died ere they were born, as from out the past they brought the wreck of stranded hopes. The fire of youth smoldered in their breasts. They were themselves a part of fantasies that fled—the heart’s lost treasures could no answer give them back. O! yearning soul; O! glow within!

They grappled far into the night, each with the future and the past. They drifted with the by-gone days, then back again to the realities of life. They sank and vanished, then emerged again.

Gloomy foreboding of ill seemed to pervade the little room, until a clamorous rap upon the door brought the oldest among them to answer, “Who’s there?” “A friend, be not afraid,” came the response.

Slowly the door swung back on its worn old hinges, and confronted them a soldier of the Northern Regiment Army.

A message was handed the old man, a tallow candle soon was lighted—it fluttered and fell from his nervous fingers. He, too, sank down, as the truth forced itself upon him, that his best-beloved grandson had fallen in battle.

His daughter’s quick instinct told that the message closely concerned her. She picked it up and read with dilated eyes, words that burned into her soul. “Dead! Dead! My son! My son!” she moaned. With agonized cries she begged to be taken to him, which was impossible, for the rebels were making much headway at this point of battle, endangering the lives of travelers.

But through these tears and entreaties, nature came to the rescue of the heart-broken woman, and she fell into a long peaceful sleep.

When she awakened, good news awaited her in the form of another message, reading that her son had not been killed, but slightly wounded.

Time wore along, and the wound of the young man became more serious than at first anticipated; so much so, that it became necessary to perform a very dangerous operation to save his life.

At the house that served as a hospital to some of the northern soldiers, and where this operation was performed, lived a little brown-haired maiden—“Little Sunbeam,” the soldiers called her, for each day she would visit them, bringing them fruit, flowers, or even candy that someone had given her. Sometimes she would bring paper and pencil and jot down, in her crude little way, words to some mother or sweetheart for some poor soldier unable to write.

But of all the wounded soldiers, there was one appealed to her sympathy more than all the rest, and it was the unfortunate young man who had undergone the dangerous and difficult operation.

He was a handsome boy of some eighteen or nineteen years. He was of French descent. His eyes were not the piercing black that mark so many Frenchmen; though they were dark, they were a softer hue that bespoke much patience and tenderness.

If “Sunbeam” was missed, here you might find her at his cot, caressing his

hands or confiding to him some little secret.

The doctor asked her one day why she spent so much time at this soldier's bedside. "Because," answered the little maid, "he is a Christian and I love him. Don't you see how patient he is, and can't you see how he suffers, but never murmurs? Why, sir, do you know, I can hardly sleep at night thinking of what a cross he has to bear. In Sunday school we are taught that a great affliction to one is a cross to bear, and O, sir, it seems so awful to have to go all through life bearing that cross, and maybe with no one to love him and help him bear it, but I shall love him always, but it won't do him any good, for when he gets better he'll go a long ways off to his home, and little 'Sunbeam,' as he calls me, will be forgotten," and the child's eyes filled with tears.

At this, the old doctor coughed and wiped something very near to moisture from his eyes, saying: "Never fear, my child, your Christian lad will not soon forget his little 'Sunbeam.'"

And this is how the soldier afterward became known to his comrades by the name of "Christian."

\* \* \*

A few years have slipped away since we last saw Christian. He has settled in the quiet home town. He entered politics and was very successful, filling the position of clerk for the town for several years, then that of treasurer.

Later on he entered journalism—in that, too, he was successful, but he was not alone in these undertakings, as little "Sunbeam" had feared.

In the spring of 18—, the church of the town held a bazaar for charitable purposes. Here we find Christian wandering with some friends, from booth to booth, when suddenly he turned pale. "Boys, stay here a minute," he said, and hurried over to one of the eastern booths.

Here a young girl was sorting over some trinkets. As he advanced she raised her tender brown eyes, and they met his earnest gaze.

"Sunbeam," he muttered softly, "my little 'Sunbeam,' where did you go? I hunted months for you after I left the hospital."

"Yes, your little 'Sunbeam;' but do you not know that my people, that is my only relative, died, and I have no home—?" "There, there, now, little 'Sunbeam,' forgive me, I did not know; and have you ever thought of poor Christian these years?" "Don't, don't, sir! did I not say that I should always love Christian, and how could I forget one I loved?"

At this admission the maiden blushed, for she had forgotten, for the time, that she had grown to womanhood.

We will not follow the lovers too closely, for too sweet and sacred was their intercourse for the next few weeks to intrude upon it; but the romance ended in the little church 'round the corner, and too sacred was it to tell of all the crowning happiness of that home; and then the task were not mine, were I presumptuous enough to attempt it. So we will leave these lovers for many years, to fill each other's life with happiness.

\* \* \*

Many years have gone by and we will brush over the rough places gently, and only touch tenderly with love and all sympathy on Christian's sorrow, for the loss of his beloved wife.

Need there be praise for this one mourned. Life's dearest hopes; life's dearest memories within her life, love, beauty, truth enshrined. Earth's lost paradise may be restored in heaven.

"So let silence softly fall on the bruised heart's quivering strings; perhaps from the loss of all you may learn the song that the seraph sings; a grand and glorious psalm that will tremble and rise and thrill and fill your breast with its grateful rest and its lonely yearnings yet."

## II.

A little girl once planted a flower, and so anxious was she to see it grow that she watered and tended it carefully each morn. It was an odd looking plant, with short, waxen leaves. She had gathered it in a forest many miles away. At first it grew very slowly and she feared that it would die, for its leaves wilted for a time and it gave little promise of ever blooming, or even growing. But one morning the little girl went to look at her flower, and found,

to her surprise, that its leaves had not only ceased to wilt, but that it was much taller and larger in every way, and so green and bright that now she sighed: "You lovely stranger, if I can only make you bloom, for oh! I do so want to see the lovely colored flower that you will send forth, and now patience and I shall surely be rewarded."

Some of her friends laughed at her scrupulous care of the odd-looking plant, but she did not care for their taunts and only tended the more carefully her plant, and one bright lovely morning when she went with her pail to water this precious flower, behold, she had been rewarded for her perseverance, and was pleasingly astonished at the beautiful white, waxy lily that had been sent forth in the night, and now she cried (falling on one knee and gently caressing it), "they all laughed at me and said I was cultivating a weed, but instead you are the most beautiful flower in all the world," and she ran to tell her friends of the wonderful flower.

### III.

Christian continued to live in his home town and to give his life's interest to its advancement, and today he is at the head of a big state institution, and the first in every enterprise for the good of his home city and humanity.

He is thoroughly honest in all his dealings and is highly respected and loved by his multitude of friends, but he has in a way, lived a quiet life, almost alone. He formed no loves save only as is his nature to love everything that is pure and good; but one corner of his heart is more tender for a little orphan girl.

Being passionately fond of nature himself, she played upon his fancy by her deep appreciation for a world not made by man.

All the solemnity of the dense forest; the grandeur of the waterfall; the magic of stream and hill; the sun-kissed meadow, the winding paths, the bubbling brook; the sublime chasms; the sparkling flowers and sweet-voiced birds, appealed to her inner soul.

And so this untutored child of nature crept in, all unaware, to Christian's bosom and heart.

As the little girl I told you about tended and cared for her flower, so the orphan girl cultivated and encouraged Christian's friendship. She saw much in the seemingly stern man of the world to love and honor. She knew that to refine his nature and polish the rough places down, would reflect a soul untarnished by the selfishness of life. At odd times, she got a glimpse of a deep, over-flowing well of tenderness in his nature.

Like the little girl with her flower, she knew that deep in his heart was concealed the beautiful bloom, and that it only needed truth, honesty and love, and it would come forth in all its glory and splendor and reflect an image of purity and goodness.

They wandered, at springtime, through the woods and hills, gathering the first wild flowers, each happy in their way. He happy as the pure air gave color to her cheeks, and health to her body, and she, happy in his contentment.

In autumn, they wandered hand in hand, through the dead leaves of the woods, gathering the fruits of the season, speaking few words, only as soul speaks to soul.

You ask me to describe the nature of their friendship? Better ask me to fathom the depths of the ocean, or to weigh the crosses of men. I only know that their confidence tries and binds them in an unchanging friendship.

His reverence for her purity is proclaimed to the skies, and her faith in his fidelity is unbounded.

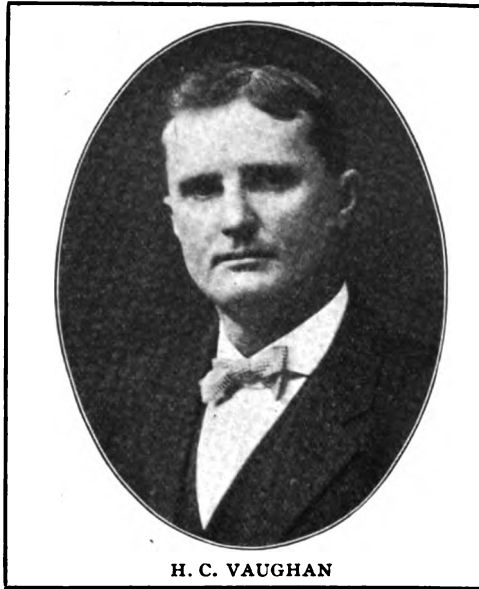
His love is not only the love of man for woman, but something deeper, akin to mother love and yet more tender.

Her orphan love is of awe and wonder, and a trustful reliance.

Some years have drifted away, and the little orphan girl that grew into his heart and life has wandered far from his side.

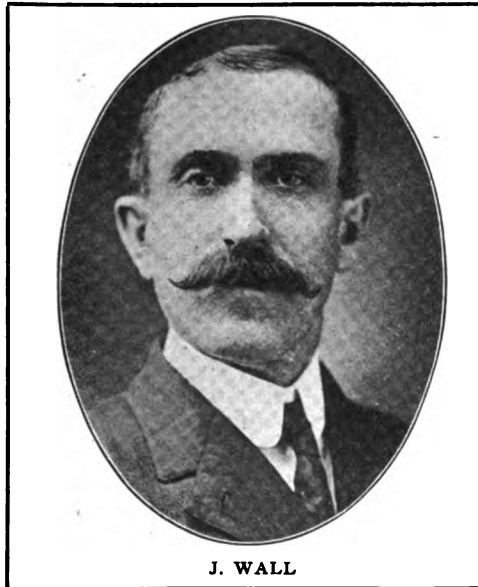
Sometimes he is sad, and all the world seems cold and hard and he longs to draw the orphan girl to him and confide some of life's ever present pressures on his soul.

And she, oft in her vine-wreathed cottage, calls deep in her soul for a response from a distant land; and the present fades away—and she and he walk hand in hand in the valley of long ago.



H. C. VAUGHAN

We have pleasure in presenting a fine portrait of Brother H. C. Vaughan, a member of Division 11, and salaried chairman of the A. T. & S. F. general committee. Brother Vaughan entered the service of the A. T. & S. F. Railroad as a brakeman in 1888. He was promoted to the position of conductor in 1894 and served as conductor of freight and passenger trains until January, 1908, when he was elected salaried chairman, the position he now occupies, for which he is well qualified.



J. WALL

We are glad to introduce to our readers Brother J. Wall, chief conductor of Division 317 at New Haven, Conn., and also chairman of the N. Y., N. H. & H. general committee of adjustment. Brother Wall commenced railroad service as brakeman on what is now known as the Bangor & Aroostook railroad in 1882 and shortly thereafter accepted a similar position with the New Haven System, and has served that line ever since as brakeman, and freight and passenger conductor, and is serving in the latter position at this time. He is chairman of the New Haven general committee, having been elected as such in 1904, and is ably attending to the duties of that office.

## Beantown

BY C. E. GRAVES.

What made Boston famous? Beans.

There are a great many kinds of beans: white, black, brown, blue, yellow eyed beans, and pink beans (never saw any green beans), New York pea beans, California pea beans, also a medium bean and a kidney bean; bean soup, cold beans, and bean sandwiches.

The pea bean is the bean that made Boston famous. The bean pot, large at the bottom and small at the top, is connected with Boston bean fame. Handles on the pot are a non-essential.

Many housewives in the east are very particular as to the color of the bean pot—they must have a brown earthen pot.

The regular famous Boston baked bean is soaked in cold water over night; the water poured out in the morning, then set upon the stove to parboil. After parboiling, skim out and put into bean pot, with a pound of sweet pork (one pound of pork to quart of dry beans), then a long, steady, all-day bake. A pinch of mustard, salt, pepper, and sweeten with molasses, not sugar. Some people put a small onion in the center. The pork bakes to best advantage when put on top. Cut the pork in narrow strips (or better, just cut through skin.) When pot is taken from oven, the pork looks like the bars in the American flag. As the water cooks out add more water. Most any condiment can be eaten with Boston baked beans.

I suppose the old New England way of baking beans was to heat the old brick oven—some of these ovens would almost take in a cord of wood. The pot of beans and the brown bread baked in the old fashioned oven had flavor beyond description.

Friday evening is the time to get your beans ready. Saturday let them bake. Saturday evening have them for supper. Sunday morning for breakfast they are a great treat. Warmed over for Monday, they don't come amiss. Do you realize how economical Boston baked beans are?

We never tire of beans, but we do of turkey, chickens and other meats. Boston baked beans are always welcomed. They are palatable any season of the year.

Many of us in our younger days have attended the bean supper given by the local church. We can smell those beans and brown bread now, and see them, steaming hot, roll out upon the big platters.

As one enters our Boston restaurants he will hear the waiters call out in musical tones, "One up with plenty," meaning beans with pork. "One up all brown," meaning beans and brown bread. Beans are served with ham, corn beef, fish balls and frankfurters and many other ways too numerous to mention.

Men working in large gangs are healthier, also work better, when they have baked beans three times a week. In a large gang of men some fault was found because beans were given them three times a week. The manager asked them what they would have to take their place. They answered, "Give us steak." Steak was given them instead of baked beans. In a short time the men asked the manager to give them baked beans instead of steak. The men said there is nothing like the old Boston baked beans.

I suppose there are more baked beans eaten in Boston Saturday and Sunday than there are pebbles on the whole New England coast.

Boston bean eaters buy the raw pea bean by the peck just the same as they do potatoes. No larder is complete without its full complement of pea beans.

If your shoes pinch and you feel that a little stretching is necessary, fill them with pea beans, pour in a little water, let them set over night. In the morning you will find that the bean swelling has stretched them most beautifully.

The weary, way-worn traveler in passing through Boston stops at railway station or restaurant and has a feast upon Boston baked beans and brown bread. After the bountiful repast of baked beans, the traveler feels able to walk from Boston to Chicago and keep ahead of Weston at that.

A convalescent one Sunday morning got the delicious odor of the kitchen, and quietly slipped downstairs, and was found helping himself in express time speed to the beans and pork from the bean pot in

the oven. Nurse and family were horror stricken and immediately sent for the doctor. The doctor asked what kind of beans he had been eating. When told they were Boston beans, he smiled and said, "I don't blame him." The patient began to improve from that bean episode. He said nobody knows how good those beans tasted.

No captain sailing from Boston would think of leaving port without a large supply of beans aboard. He would as soon sail away without chart or compass as without pork or beans.

When a man is out of sorts and feels that the world is against him, don't know what he wants or where to get it, hike yourself

to a beanery and order a plate of fresh baked beans. After you have finished your consignment of baked beans, you will find that the clouds have rolled away and the world has taken on a brighter hue. Thus it seems to you, but not so, the world has not changed. The change is in you, caused by the virtue in the pork and beans.

Much has been said and is said about the Rhode Island clam bake. But it is raw when compared with the Boston bean bake.

The old saying, "They don't know beans," goes until they have tried Boston baked beans.

Harvard's new college yell is "B-E-A-N! Rah! Rah! Rah! T-O-W-N! Beantown!"

## Band of Angora Goats to Labor for Permanent Improvement of National Forests

Three thousand angora goats, herded out on the brush-covered foothills of California, are going to do some hard work for Uncle Sam during the coming two years, beginning this spring. The experiment will be unique, both as a stock raising proposition and as an engineering and tree culture problem.

The little white animals whose long wool is of such great value are going to be put to no less a task than constructing mile after mile of fire line through the bushy chaparral growth in the National Forests, saving much labor by the United States Forest Service engineers and making way for forestation by merchantable trees. Not the least important feature of the experiment, which for the first two years will be confined to the Lassen Forest, is the fact that the task will be performed during the regular grazing by the goats which will not even realize they are doing a valuable work.

Plans for carrying on the work are outlined in a co-operative agreement drawn up by the Forest Service and the owner of a band of angora goats grazing on the Lassen National Forest of California. The scheme is to run fire lines parallel with the contour of the slopes by cutting trails about eighty rods apart. These trails are to serve as

guides for the angoras. They will graze in each direction from the trails, killing, it is estimated, a strip of brush about 300 yards wide. The wide lanes cut out and grazed by the goats will serve as ideal fire lines in protecting the forest-covered lands lying beyond and around the chaparral areas, and also make a place for reproduction of merchantable trees.

For the past two years the government has been carrying on permanent improvements in the National Forests on an extensive scale, and the construction of fire lanes and trails has been one of the most important features of the work. The task of clearing the ground and providing land for good forest trees is, however, perhaps the most important benefit expected to come out of the experiment.

The proposed work of the angora goats may finally solve the chaparral problem which has been troublesome in the state of California for many years. The bushy chaparral growth chokes out seedlings of valuable commercial trees which may get a start and when dry is one of the worst kinds of fire risks. Often a small blaze in it gains such headway in a few minutes as to travel hundreds of yards and lick into valuable stands of merchantable timber.

The protection to be afforded by the goat-

built fire lanes, therefore, may at last bring relief to the state, which in the past has had its full share of timber loss through destructive forest fires. At the same time, a large amount of chaparral will be killed out to make room for the growth of good

trees that produce lumber. If proven successful at the end of two years the work will be carried to National Forests in other sections where chaparral has choked out good forest trees and created a dangerous fire risk.

## Any Stars in Our Crown?

BY WM. B. SMITHERS.

In the strenuous dawn of this, the twentieth century, we all recognize the fact that there have been wonderful revolutions in methods. In the last half century we have it in production, exchange and government. These are due chiefly to power machinery, and there have been momentous changes in religion, on account, shall I say, of science, and invention. We have preached a "new Heaven," and if we keep on at the present rate we will soon have a "new earth." They tell us that no well read man of today believes what their fathers and mothers did about religion a hundred years ago. They say astronomy, geology, biology, chemistry and other sciences, with the aid of telescope, spectroscope, microscope and crucible, have vastly improved our religious faith and enlarged our spiritual visions and lenses to such an extent that it has cleared away much of cloud and superstition, and eliminated much of the fear of the results of our total abandonment by God in a future state of existence, if we refuse to obey and follow His precepts while living here.

And they tell us that religion is merely the result of great social upheavals, and these lead simply to proletarian revolution. We concede from an orthodox standpoint that a religion which sides with corrupt methods, oppressors and exploiters is a rank hypocrisy and a delusion and a snare. We can call this socialism or any other ism. I read, "I have surely seen the affliction of my people. I know their sorrows. I have heard their cry and I am come to deliver them." So spake the voice of God out of the flame into the trembling soul of Moses. We notice there was no condemnation of this outraged, downtrod-

den people. They were ignorant and debased, and it was their wretched condition and misery that appealed to the great heart of the Almighty and his Almighty love was moved to action. Their unfortunate condition made virtue, refinement and learning impossible, and what is the modernized religion of today doing to ameliorate the suffering condition of humanity? Where is our Christian helpfulness as practically applied to our churches today? Are there not homes or hovels right under the shadow of our church steeples pregnant with immoral germs and ignorance? Are we not spending our money for that which is not bread, and our labor for that which satisfieth not? Human misery and want ever appealed to the Master, and are we not devoid of His spirit when we fail to help the helpless and extend Christian helpfulness in a practical way to those who are in need.

Old Elijah, when fleeing from the presence of wicked Jezebel, tired and worn out and exhausted, and suffering with fear, reached the juniper tree and requested God to take his life. What was done? God put him to sleep and after he had gotten the full benefit of nature's restorer, He awoke him and fed him, and after he had been strengthened and refreshed in body and mind He gave him His message. We all concede that when an individual is hungry and thirsty and in want of the necessities of life, that it would be worse than folly to go to that individual to satisfy his hunger and thirst with moral precept. Our religion is getting to be both formal, and theoretical, and we ought to ask ourselves the question, what are we doing in the world? And for what are the influences of our lives counting? Have we degenerated into mere

machines, and have our lives become mechanical and ghostly deceptions instead of grand realities? Have our lives become perfunctory? And our service an outward performance merely to gain merit or self-notoriety? If so, we are simply offering rind for fruit upon the altar, and a service of this kind leaves our souls in a worse condition than before, for the favor of God is given only to love, humility and sincerity. To bestow all our goods on the poor, or let our body be burned for any motive lower than sincere living, self-sacrifice, profiteth us nothing. The drop of cold water handed in Christian love and charity, counts more with God than rivers of oil poured out. And as nothing can help the eye without sight, or rouse, if there be no life, so our service or practice are of no worth without living religious love and pure affection. Our motives ought to be pure, for God looks at the motives that prompts our actions, and if our motives and lives are pure they will carry with them a halo of sweetness and joy into the lives of others. For it is clearly not what we do so much, as the motives that prompt our actions, and the spirit with which we do it, that gives it value.

For a mere perfunctory performance of duty, with assumed suavity, mannerism and formality, and oftentimes seasoned with an arrogated air of self-sufficiency and satisfaction—vitiates all. Instead of our lives becoming, as I have stated, grand realities, they are simply ghostly deceptions. Anything whatever is an empty form, without purity of motive or sincerity, love that alone gives it—its value—for, if we are not willing to act in sincerity and honesty, honest with ourselves and our fellowmen here, no redeemed soul will want to associate with us hereafter, or want our society in eternity.

"Be not deceived, God is not mocked, for whatsoever a man soweth, that shall he also reap." Are we deceiving ourselves, and handling the word of God deceitfully? They were in the Church at Corinth, and the Apostle refers to them in 2nd Corinthians 4:6.

Are we using our religion as a cloak and the doctrines of the Gospel to subserve our own secular and carnal purposes, and thereby destroying the forces of the Gospel

of our Lord? Are we, as ministers and laymen, generalizing its precepts so as to excuse ourselves of our sins of omission and commission? How many of us today are in the garb of Christian ministers and laymen and refusing to rebuke sin in whatever form we find it, and refusing to attack prevalent and popular vices all around us, and, under the guise of moderation, are referring to them simply as innocent relaxations and to worldly and carnal pleasures as innocent amusements? Why? Because we think it would make us popular with the world, and give us a greater popularity and a stronger following among men.

We are perverting the injunction of the Apostle: "All things to all men," by turning with the tide, and shifting with the wind of popular opinion, prejudice and fashion. We are doing much, ostensibly in the name of God. We are making large missionary appropriations, erecting costly temples, beautiful and comfortable adjuncts to these, in the way of "memorial halls," to attract and benefit who? The well-dressed, cultured and respectable classes, who are enjoying more than a competency of the good things of this world, but may we ask, what cares God for stone or mortar, carving or painting? "Advertising, placarding and photographing" sensational characters and subjects for a little cheap notoriety for ourselves and others. The billboards in our church vestibules are full of this kind of cheap advertising, while people all around us are shivering and starving and groping in the blackness of a living death—physical suffering and spiritual death in sight of our stately towers and under the shadow of our church steeples. Can the sweet, solemn tones of the great church organ, and the melody of the cultivated voices in the church choir ease the unspeakable misery of those who fester and die in the immoral and unsanitary condition of the hovel, and crowded tenements? When the people are needing bread and christian influence and help, is it enough to point them with pride to a magnificent stone church, or a pressed brick "Memorial Hall" to look at—will this feed and clothe them and relieve their dire want and necessity?

"He went about doing good." He was the hero of heroes, and His heroism consisted

of self-sacrifice for the good of others. His whole life was given to helpfulness, true christian helpfulness, which if applied to the modern, average christian congregation or church in their actions today would be a "misnomer," as it exists only in name and not in principle. Our religion has gotten to be too respectable; it only appeals to the respectable, well-dressed and ordinarily intelligent classes, and is not the religion practiced and taught by the son of God. There were hedges and by-ways, hovels and fishing shores in his visitation. "He went about doing good." He sought not His own comfort and ease in nicely furnished homes, but sought out the lowly, neglected and humble of life, who needed help and relieved their necessities. His ear was ever open to their cry and his heart ever responded to their appeals. In his itinerary he came in contact with misery and want, suffering and death. He saw life in the abstract and in the concrete, misery and want and the needs of the soul ever appealed to Him, and His loving, sympathetic heart was always touched and moved to action in their behalf. He was tender and loving in his interest in human suffering. He was no respecter of persons. He mourned with those who mourned and wept with those who wept. "He went about doing good." He came into the world to save souls, and to this end He lived, suffered and died, and if He endured such hardships, privations and sufferings can He expect less of us? Are we greater than our Lord?

We are commanded to work while it is called day. There are souls all around us perishing for the want of the bread of life,

and human suffering for the want of the necessities of life. What are we doing? How are we spending our time? Are our hearts going out after these people in true christian love and helpfulness? If not, we have none of the spirit of the Master and are none of His. How much of our time is spent in comfortable "studies" and around comfortable firesides in genial companionship, where it counts for little in comparison to the good we might accomplish in more unfavorable circumstances and environments of life? Are we not filtering away time that is worse than wasted in seeking popular associations, favor and the praise of men, rather than the justification of a clear conscience, of duty well performed and the approbation and approval of God?

I believe in religious mathematics: How many stars will we have in our crown? How many souls will greet us in that better land, because, by our influence and helpfulness they were saved to a life of consecration, devotion and usefulness here and prepared for an immortal existence with God forever. For we must, by the manifestation of the truth, commend ourselves to every man's conscience in the sight of God, by an open, explicit acknowledgement and living what we know to be right and the truth, teaching and living what we are assured is the Gospel of Jesus; commending ourselves to every man's conscience, speaking, acting and living so that every man's conscience will bear testimony that we not only profess or proclaim, but live the truth of God and exemplify the life and character of the blessed Master in our lives by going about doing good.

## Ed, The Machinist

BY THE REV. CHARLES STELZLE.

He had no particular talent. He was just an ordinary machinist. But Ed. Douglas was more highly respected by the two thousand men in the shop than any other chap in the place. His was one of the names that were familiar to pretty nearly every fellow working in that big plant. Ed. was not popular with the men because he

set out to make himself popular by always agreeing with his shop-mates. Indeed, he frequently went full tilt against their opinions, and, principally, against their actions. Often I have seen him approach the fellow who had just ripped out a string of oaths and rebuke him, although never with a suggestion of pharisaical supremacy. He

was simply trying to show the blasphemer that it would pay him to cut out his foolish, senseless swearing.

He did not belong to any of the fraternal organizations, but I have known him to spend many a night with a sick shopmate. Frequently he left in the home part of the not over-abundant cash in his pocket, but, better than that, he left a smile on the face of the tired, discouraged nurse-wife—the children wished that he might come again, and the sick man felt the cheer of his presence.

He was an arbitrator in personal disputes in the shop, and the boys never repudiated his decisions. Not infrequently he dared approach the boss in behalf of a supposedly wronged fellow-workman. The boys admired his disinterested nerve. Somehow he seemed to know when the rest of us had met with adversity, or even the smaller discouragements which made life seem hard. Always was there a strong, cheerful word which usually braced up the fellow who thought that the whole world had gone wrong. The apprentices were particularly fond of him, because he appeared to have a lively interest in their affairs. Never did

he seem to hand out wisdom in large chunks, with an air of patronage or paternalism. Never was there a suspicion of cant. Ed. was just a sane, healthy-minded, strong-hearted Christian workingman, who felt that there was a place for Christian living outside of the church building and away from the Sunday services.

May his kind increase. We need them. The sympathetic touch of a shopmate counts for more than most of us imagine. Every morning brings its weight of woe, and every evening its burden. No matter what the cause, the need is ever the same, and relief is usually found in the simple, manly message of love and sympathy manifested in the life of the fellow who works by our side.

At least, it will help, for it is doing just what the Great Carpenter did and what He would continue to do were He upon earth. That's what made Douglas, the machinist, a bigger factor in the lives of those two thousand workingmen than any other single individual. It paid him, too. Anyway, you'd think so, if you could see his face while he worked—worked for men and for God—just as a machinist.

## Telepathy

BY CAPT. GEO. W. BARBER, SR.

We live in an age of universal inquiry, *ergo* of universal skepticism. The prophecies of the past, the dreams of the philosopher and scientist, are being daily realized—things formerly considered mere fairy-tales have become facts—yet, in spite of the marvels of learning and science that are hourly accomplished among us, the attitude of mankind is one of disbelief. "There is no God!" cries one theorist; "or if there be one, I can obtain no proof of his existence!" "There is no Creator!" exclaims another. "The universe is simply a rushing together of atoms." "There can be no immortality," asserts a third. "We are but dust, and to dust we shall return." "What is called, by idealists, the Soul," argues another, "is simply a vital principle of heat and air which escapes from the body at death, and mingles again with its native

element. A candle, when lit, emits a flame; blow out the light, the flame vanishes—where? Would it not be madness to assert the flame immortal? Yet the Soul, or vital principle of human existence, is no more than the flame of a candle."

If you propound to these theorists the eternal question, Why?—why is the world in existence? why is there a universe? why do we live, think and plan? why do we perish at the last?—their grandiose reply is, "Because of the law of universal necessity." They cannot explain this mysterious law to themselves, nor can they probe deep enough to find the answer to a still more tremendous Why—namely, Why is there a law of universal necessity?—but they are satisfied with the result of their reasonings, if not wholly, yet in part, and seldom try to search beyond that great, vague, vast

necessity, lest their finite brains should reel into madness worse than death.

Recognizing, therefore, that in this cultivated age of the twentieth century a wall of skepticism and cynicism is gradually being built up by intellectual thinkers of every nation against all that treats of the supernatural and unseen, I am aware that my narration of the events I have personally experienced, will be read with incredulity. At a time when the great empire of the christian religion is being assailed, or politely ignored by governments and public speakers and teachers, I realize to the fullest extent how daring is any attempt to prove, even by a plain history of strange occurrences happening to one's self, the actual existence of the supernatural around us; and the absolute certainty of a future state of being, after the passage through that brief soul-torpor in which the body perishes, known to us as Death.

I do not expect to be believed, as I can only relate what I have experienced in the past sixty years. I know that men and women of today must have proofs, or what they are willing to accept as proofs, before they will credit anything that purports to be of a spiritual tendency—something startling—miracle of a stupendous nature, such as, according to prophecy, they are all unfit to receive. Few will admit the subtle influence and incontestable, though mysterious, authority exercised upon their lives by higher intelligences than their own—intelligences unseen, unknown, but felt. Yes! felt by the most careless, the most cynical; in the uncomfortable presence of danger, the inner forebodings of guilt—the moral and mental torture endured by those who fight a protracted battle to gain the hardly won victory in themselves of right over wrong—in the thousand and one sudden appeals made without warning to that compass of a man's life, Conscience—and in those brilliant and startling impulses of generosity, bravery, and self-sacrifices which carry us on, heedless of consequences, to the performance of great and noble deeds, whose fame makes the whole world one resounding echo of glory—deeds that we wonder at ourselves, even in the performance of them—acts of heroism in which mere life goes for nothing, and the soul for a brief space is pre-eminent, obeying blindly

the guiding influence of a something akin to itself, yet higher in the realms of Thought. There are no proofs as to why such things should be; but that they are, is indubitable. The miracles enacted now are silent ones, and are worked in the heart and mind of man alone.

Unbelief is nearly supreme in the world today. Were an angel to descend from heaven in the middle of a great square, the great crowd would think he had got himself up on pulleys and wires, and would try to discover his apparatus. Were he, in wrath, to cast destruction upon them, and with fire blazing from his wings, slay a thousand of them with the mere shaking of a pinion, those who were left alive would either say that a tremendous dynamite explosion had occurred, or the square was built on an extinct volcano which had suddenly broken out into frightful activity. Anything, rather than believe in angels—the twentieth century protests against the possibility of their existence. It sees no miracles—it pooh-poohs the very enthusiasm that might work them.

"Give a positive sign," it says; "prove clearly that what you say is true, and I, in spite of my progress and atom-theory, will believe." The answer to such a request was spoken eighteen hundred years and more ago. "A faithless and perverse generation asketh for a sign, and no sign shall be given unto them." Were I now to assert that many signs had been given to *me*—to me, personally, as one out of the thousands who demand it—such daring assurance would meet with the most strenuous opposition from all who peruse this and following articles on this subject. Each person who reads has his or her own ideas on all subjects and, naturally, considers them to be the best, if not the *only* ideas worth anything.

Therefore, I want it to be plainly understood that in this or following articles I personally advocate no new theory of either religion or philosophy; nor do I hold myself answerable for the opinions of other people. My aim is to let facts speak for themselves. I can only say that if they seem strange, unreal, even impossible, that the things of the invisible world must always appear so to those whose thoughts and designs are centered on this life only.

# The Shadow on the Mill

BY MADELINE HUGHES MENAUGH.

(Continued from February)

## PART X.

"Our room is unchanged—just as we left it," Rudolph observed as he and Gilda went into the apartment that had been their bridal chamber. "My father must have suspected this room being associated with memories of my brief wedded life. It was a delightful idea of his to restore Black Forest Castle and remove his court here. We will make it our home, Gilda, and have Verleinstern Schloss for a hunting box."

"Here is my embroidery frame and a lace flounce I was working on," said Gilda, walking over toward the window. "Yes, everything is just as I left it when I ran up here to get my cloak that sad night. Ah, Rudolph, what have I not suffered since!"

"We both suffered, dear. My father did not foresee the consequences of parting us."

They had stepped out on the balcony, and Gilda seated herself on the wide ledge. Rudolph drew a small footstool out of the room and sat at her feet.

"This is the way we were placed that other night, my love," he observed, kissing her palms and pressing them against his cheeks. "That night on the mountain."

"It was moonlight then," Gilda whispered. "It is moonlight now."

"Yes, a moonlight night—oh, a moonlight night," Rudolph replied, looking away over the beautiful surroundings. "But, my sweet, I have seen other moonlit lights on ghastly battlefields since then. I have walked amid lines of slain, envying their glorious repose. I have lain down beside camp fires or our batteries before they went into action, sighing for one dear presence—thine, my Gilda."

Her fleecy veil of lace and swiss was thrown over her arm. The husband gently draped it over her head and shoulders, then laughed in boyish glee.

"Now thou dost look as then on the mountain by the Fairies' well," he said. "I claim a kiss—wilt give it?" And in the rapt smile, the adoration of her attitude, he was reminded of his answer to the self same words on that other occasion.

"Only one great pain was left for me to feel, Rudolph," Gilda said, after an affectionate silence. "I did not want to give up thy miniature. I had it over my heart most all the time."

"My miniature!" Rudolph was greatly surprised. "My Gilda, where did'st thou obtain it—there was only one, and my father wore it. Did'st find it, wife? My father may have lost it in the forest that night."

"I found it, but not in the forest," Gilda replied. "It was in the path to the mill. There were pools of blood and broken weeds and shrubbery all around. My father said the demon huntsman had been there. My father has the miniature now, Rudolph. Tomorrow I will have it back from him."

"Strange, strange," Rudolph murmured. Well, sweet, let us dismiss all thoughts but these happy ones that are trooping around us. Let us talk of love."

And they did talk of love, sitting there in the golden light, forgetful of time and place, until the dawn and then the morning sun threw beams of light over them.

"Children, children," said Aunt Gretchen, coming out through one of the great windows that opened on the balcony. "Foolish children, you never closed an eye all night. Now the bell has sounded for breakfast and your guests, Julius and Gretchen Meiblume, have big appetites. Princess-duckess, you look blooming as a rose; do not put a drop of water on that sweet face, but hurry down to your father. Run away Gilda, run away."

And Gilda, laughing, obeyed, veil-draped head and all, and Rudolph, looking very bashful, tried to follow, but Aunt Gretchen restrained him by a gesture.

"Prince-duke," she said, decidedly, "one moment. I have a paper here that I believe concerns you. It has been in my keeping some time. It's a relic of your bachelor days, I believe," and she passed him the letter Waldemar had shown her on the night of his visit to the mill cottage.

Rudolph looked at it and again he was

surprised. "I wrote it," he said, "and forwarded it to my cousin, Koenigsfeld. Would it be bold of me to ask how you came by it, Aunt Gretchen?"

"Not at all, Nephew Prince-duke," said the old lady with a certain jaunty toss of the head that made Rudolph smile. "I came by it by throwing it on the floor and then picking it up next morning when I went to sweep. You know he put it in my hand when he came after the armor. He—your cousin, Koenigsfeld. I didn't like his looks or believe in him, and he gave me the letter to prove he was the Count Waldemar."

Rudolph had sat down on the balcony ledge, and holding the letter, was gazing dreamily into the distance.

"More mystery," Aunt Gretchen heard him say. "More and more that I do not understand."

"Well, come to breakfast, Nephew Rudolph," said Gretchen. "You certainly need food after all the nonsense you have been talking through the night. You didn't know, Prince-duke, that my window commanded a view of this balcony and I looked out sometimes and saw you loving Gilda—one time you drew her face down, and then you would kiss her hands. There you are coloring—a soldier blushing because his aunt witnessed his love-making with his wife. Don't be ashamed, Rudolph, all good husbands do just as you did—at least they ought to—well, I don't know, I've never been married."

She tossed her head jauntily again and added: "But come to the morning meal, Prince-duke. I think you certainly are in need of food. Give me your arm, nephew, let us enter the breakfast room with all the state at our command. Ah, thank you, Prince-duke."

\* \* \*

Trooper Schluersburg had a business audience with the Grand Duke, according to the instruction given him by his Uncle Henry, whom he had succeeded as steward of the estate. Toward the close of the interview he told the story of the Shadow on the Mill, and of the night he and his uncle had accompanied Hugo to the Frau-lein.

Gilda had been sitting near Rudolph

when Schluersburg was announced. She gathered up her needlework and went into an adjoining room, but it was not long until Rudolph sent for her. "I want you to hear our steward's report, Gilda," he said. "Francis Schluersburg has much of import to reveal. Speak again, Franz."

And Schluersburg obeyed, telling even of the grave on the Black Forest Castle grounds, so very near their door.

"And all your search for Waldemar results in your belief that his was the body that you buried that day?" Rudolph finally asked, a sad expression on his face.

"Yes; and Grand Duke, let me add more. I overheard him talking about you to your father. I was on guard, pacing up and down past the door. I saw your father dash your miniature on the floor. Waldemar picked it up."

"To return to my sire?"

"No; to slip it into an inner pocket."

Gilda drew it from her bosom and went over to Schluersburg. "I found it near the mill the morning after I came home," she said. "This miniature, look Franz. There were pools of blood and signs of a struggle near by."

"The aunt of the Grand Duchess and my father-in-law both declare Waldemar came to the cottage and went away clad in armor. You were asleep, Gilda, and did not see him. What could have been his object?"

"Pardon me, your grace, could it have been that he, too, loved the duchess and hoped to win her for himself?"

Rudolph nodded and seemed in deep thought.

"Another thing, too, your grace. There was a kerchief on the body—it bore a name—the name of her grace, Gilda. Your father was agitated when he saw it. We spread it on a bush and there it wore away in wind and weather."

"I remember dropping my kerchief at the cross-roads," said Gilda, after a brief reflection.

Just then an announcement was made: "Your grace, the burgomaster awaits an audience."

"Bid him enter," said Rudolph. "Remain Schluersburg. Do not go away, Gilda."

And the Burgomaster of Spielhaupt, very

red and nervous, bowed his way into the room.

"A communication of great importance, Grand Duke," he said. "I am the first to congratulate you on your accession to the Koenigsfeld estates. This letter, in today's mail, proves beyond doubt the death of Count Waldemar."

And he handed Rudolph a huge red-sealed packet from a policy agent in Switzerland.

In much emotion, Rudolph read: "Being at the point of death, I, Anton Gluck, formerly a charcoal burner in the Black Forest, near Spielhaupt, Hanover, desire to reveal what I saw in September, 1720, near Meinblume's mill: We were sitting in front of our hut, my companion and I, when a man ran up and besought us to go with him to the mill to tell Julius Meinblume he had seen her spirit in the forest. She had gone away with the 'White Knight,' and was known as the 'Edelweiss bride.' We went with him, found his cart where he had deserted it, and drove to the mill. It was the daughter of Julius that the man Schmitt had seen. When we went in at the door we saw her. We were afraid and ran out—then went back to ask for prophecy. There was a cross old woman who came out and threatened us and bade us go away at once. The other two went, but I hid near the gate and then listened at the door. Presently a horseman came. I had seen him earlier in the evening when a party of horsemen stopped at our hut and got water to wash the blood off a young man who was cut and bruised. The horseman had been called 'Count Koenigsfeld.' I remembered the name and when I heard it, looked closely at him, having been born and reared on his estate near Stendelhaus. He had ridden away with the party, yet here he was, tying his horse near where I was crouching. He went indoors. Then out dashed a man, looking like a lunatic or demon. He laughed and waved his hands in the air. I was afraid to stir. The wild man disappeared in the shadows, and after a while the Count came out dressed in a shining something that was heavy, I judge. There were plumes waving over his face. He mounted and rode down the road. I followed—why, I know not. I saw him

killed, and ran away, and did not wait until out of Hanover. The moon was young, about its second or third night. I saw the wild man drag Koenigsfeld from the saddle and beat his brains out, jabbering and muttering. I heard him say: 'White Knight, you want to steal Gilda again.' Then he dragged the body and threw it into the stream. The shining metal was on the road and the Count's jacket, hat and boots. The mad man gathered them up piece by piece. The horse had dashed away, and in my flight I came upon it, trembling and whinnying in the forest. I mounted it, and it is here with me. My dying confession, duly witnessed and signed. I was afraid to return, afraid to write, but now I send word of where the murder happened, that the burgomaster may tell the Count's people.

ANTON GLUCK.

Attest: EMIL DAFFERT, Notary.

JEAN JOSEPHI, Chief of Police.

BAPTISTE GALLO,

RUPERT METZ,

Citizens.

Barrene, Switzerland."

Rudolph dropped the paper and bowed his head on his hands.

Schluersburg beckoned the burgomaster out of the room, and Gilda went over and knelt by her husband's chair.

"The legend of the 'Shadow on the Mill' has been verified," Rudolph said at length. "Von Bergen has come into its own. Wedded love is victorious, although tears have fallen as the dew. Sweet Gilda Von Bergen, Meinblume, Princess of Verleinstern, Grand Duchess of Sigmaringen, you are now owner of all the wide domain, and are Countess of Koenigsfeld."

\* \* \*

It was several days later when Julius and Gretchen returned to the mill, and then it was for the purpose of turning the business over to Christian Schmitt, for Rudolph had said:

"The father and aunt of the Grand Duchess of Verleinstern-Sigmaringen must come with her as she takes her place in the great world. Rank has its duties and obligations, and my Gilda must have every aid that can be given her."

So it was that the shadow on the mill

faded away and never returned, and Gilda Von Bergen came into possession of her ancestral estate.

The villagers in Spielhaupt were wont to say that when the court was at Black Forest Castle, or Verleinstern Schloss, the

(THE END.)

Grand Duke and Duchess might be found on the Fraulein at any time during the night, strolling over the mountain or sitting in lover fashion beside the magic well, whispering and murmuring in the moonlight.

## Trade Unions—Causes for Existence

BY HENRY STERLING.

Address to Senior Class, Divinity School, Yale University, January 19, 1909.

One of the most striking things in the industrial world is the number of men out of work. At any time, in any place, civilized, uncivilized, or half civilized, large numbers are suffering enforced idleness. Any sort of a job, at any kind of wages, will find any number of takers. The misery, want and demoralization that result from this condition are appalling. No agony is so acute, no anxiety so intense, as that of the penniless man out of work with a family dependent upon him. It blasts hope, ambition, aspiration. It destroys the moral sense and paralyzes the intellectual powers. Its victim becomes incapable of mental exertion or moral aspiration. Manliness is undermined, and the wretch vainly seeking a job becomes an abject, cringing, shrinking creature, submissive to any indignity, or any oppression or extortion, if only it will bring him the means to live. The courage and enterprise that might enable him to strike out for himself are lost; it is useless to try new lines of work, for all are overcrowded; and if there is no room for him in the calling in which he has some skill, what chance has he in the calling in which he has none?

Millions endure this agony daily. Statistics are not available, as the personnel of the out-of-works is constantly changing; yet it is safe to say that not less than one-twentieth of the workers are constantly out of employment. In periods of depression the proportion is greater. Last spring the Associated Press dispatches stated that a police canvass of Providence revealed 8,000 people out of work. The city's population is given as 200,000, and if the ratio held

good for the nation, 3,200,000 were in idleness. Counting five to a family, there were over 15,000,000 persons without any regular means of subsistence! These figures may be high, but something is radically wrong if it can be shown that even a single individual, anywhere, lacks the necessities of life, is willing to work, and is denied the opportunity so to do.

Millions are workless. The ghastly spectre, Want, which has so long dogged their footsteps, has them in its grasp. For their woe there is no alleviation, no redress. Statesmen, churchmen, philanthropists, economists—all turn from them. Charity alone doles out a sop to save them from starvation. They ask the highest political authority in the land what to do, and receive for a reply, "God knows."

This horror is needless. It is a social iniquity. It is the primary and paramount crime of society against the workers, for there are abundant opportunities of labor for all in this and every land. The soil is the source of all employment of every kind. Until every foot of it has been put to its utmost intensive use, there is no righteous excuse for involuntary idleness. Mines by the thousand are unopened; fields by the million are unbroken; above all, city lots without number—opportunities unlimited for stores, factories, homes—lie untouched, naked and useless, a shame to us and our civilization, while the crowded slums fester and idle men walk the streets in despair. Every city shows more of its area idle than is used. The area of the United States is sixty times that of England, but its population is only three times

as great. Yet in England the bitter complaint is made that vast stretches of land which should employ and maintain a numerous population, are held idle for pleasure or profit, or used to preserve game for the rich to slaughter at their convenience.

So it is the world over. It is not for lack of opportunity to labor that men are idle. Nature is no niggard. God has provided for us an abundance of material blessings.

Plainly, our first great crime against humanity is our system of tenure of land, which restricts, abridges and denies to men the chance to work. The man out of work is a guest at a feast spread by the Father of all, yet by his fellow-guests denied an opportunity to satisfy his necessities. His sufferings, anxiety, misery and degradation are needless and uncalled for, and are not to be blamed upon God, who has plentifully provided for all. Rather we, His creatures, are to blame, having intervened with pernicious laws between labor and its opportunity, and separated the creature from the bounties of his Creator. There are ample opportunities for labor, but we deny them to the laborer.

But the evils that flow from non-employment do not stop with those who are idle; they extend themselves to all who work. Low wages for all are the direct result of the enforced idleness of some. The competition for jobs drives the pay to a point below the demands of justice, below the demands of physical necessity. The average for men is below ten dollars per week. What kind of an income is that on which to rear an American family? There is not a mechanic or manual laborer in the world who receives enough in wages to satisfy the reasonable physical wants of a growing family. Higher joys are out of the question, or are pinched from the necessities of the physical. It is only when men break away from manual labor early in life that there is any hope of mental growth or intellectual attainment. The mass of workmen are little better than mere machines, to be used or discarded as profit or inclination dictates. They can be no other with such meagre means.

Then, the fear of idleness makes men

submit to brutally long days of labor. I am aware that a high authority has declared that men should work each day to the point of physical endurance without injury, and this has been accepted as a pronouncement against the demand that unions are making for less hours of labor. But a mistake has arisen from lack of apprehension of the difference between work and labor. Work is ever a joy to the normal man, but labor is always a burden. To accomplish some desirable thing by mental or physical exertion is pleasurable work, which should better the whole man and add to his happiness; but to drudge unceasingly at a toilsome task, hour after hour, day after day, year in and year out, to the point of physical exhaustion, without pleasure in it, without profit pecuniary or otherwise, without relaxation or hope of release except in death—indeed, release would bring the greater ills of idleness and want—with no opportunity for the exercise of any faculty other than the one employed on a wearying task—this is labor. We recognize the difference in common speech. Of a plan, or a machine, or a system, we say it works well; of a ship in distress, in danger of destruction, we say she labors. The word implies painful, strenuous effort. The distinction is clearly made in Rev. 14:13, "Yea, saith the Spirit, that they may rest from their labors; and their works do follow them," implying that eternal rest and escape from labor is one of the conditions of the blessed hereafter, while work is one of its joys. The difference between work and labor is the difference between pleasure and toil.

Low wages, and fear of idleness and want, drive men to long hours of labor that exhaust them physically, morally and spiritually. Again, fear of losing a job induces a species of servility, a submission to petty tyranny and exactions, that is wholly foreign to a manly spirit. Ready, prompt, cheerful obedience to proper orders is a virtue that becomes a man, but he whose necessities compel submission to indignity and imposition is a pitiable object indeed. Men take much pride in calling scabs free and independent workmen, but for workmen there is no approach to freedom or in-

dependence in any other than a union shop, and frequently not as much there as there should be.

One other great and bitter wrong remains to be noted—society seems to be in a conspiracy to pilfer from the laborer as much as possible of the meagre wage he receives. No one holds land that he himself is not using except for the purpose of getting wealth without work; interest money and dividends are unearned by the receiver; profits from artificial and other monopolies are incalculable; tariff and patent laws seem specifically designed to allow easy methods of creating monopolies to force tribute from industry to idleness; ground rents, interest, dividends and monopoly profits are all abstracted from the workers. No other source exists from which they can be drawn. Wealth is not a spontaneous growth, nor is it produced by magic, or sleight of hand, but only by labor applied to land. Every dollar not earned by useful work is taken from the wages of those who toil. Our systems of taxation, of land tenure, of the issue of money and of dealing with natural and creating artificial monopolies, enable some to secure the products of labor without work. E. H. Harriman is reported to have "made" over \$37,000,000 out of one deal in Union Pacific. This represents the work of a \$20-a-week man for 37,000 years. We are having shocks of holy horror at the thought that city laborers, who receive something like \$500 a year, are grafting, but it would take 100,000 years for one to match Rockefeller's \$50,000,000 per year graft. A mock reform pinches perhaps a hundred thousand per year from the laborers of a great city, but the \$4,000,000 paid to money lenders is not reduced by a penny, and but little effort is made to tax the property of the rich on the same basis as that of the poor. Perhaps Rockefeller's work is worth more than the laborer's, but the fact remains that only by the strength of a powerful monopoly could the Indiana Oil Co. extort \$55,000,000 profits in eight years from an investment of \$1,000,000.

A great city opened the New Year by reducing the earnings of its employes \$2,500 a day, and the assessors of that state at the same time discovered \$30,000,000 worth of

property untaxed. Less graft among the rich would have kept these men at the work the city needed done.

John Wanamaker, in an official statement made when he was Postmaster General, showed that "an investment of \$1,000 in 1858 in Western Union stock would have received up to 1890, stock dividends of more than \$50,000 and cash dividends of more than \$100,000."

Nearly every item of necessity, of food, clothing, shelter, heat, light, transportation and communication, is enhanced in price by the extortions of monopoly. Great fortunes are built by picking the pockets of the poor. Not less than a quarter of the meagre sum the wage-earner receives is yielded as a tribute to the exactions of monopoly.

These are not fanciful pictures or rhetorical exaggerations, but the bare cold facts of our civilization. We create an artificial scarcity of opportunity of work. The resulting competition for jobs lowers wages below decent living conditions, and uncertainty of employment demoralizes all classes of labor. Lastly, we allow monopoly to filch away a large proportion of the pitiful wages paid.

The race has outgrown many superstitions, and among them is the belief that God gives to one man riches and another poverty. God's bounty has provided plentifully for all. By cunning, greed, extortion and hardness of heart riches are drawn from the labor of others. What a picture of blasphemy is presented by the man who not only shuts his heart to the needs of his fellows, but plunges them into deeper distress by using his God-given talents to wring from them every penny that monopoly can extort, and then ascribes his wealth to the favor of Divine Providence! The public announcement of such doctrine now covers its advocate with contempt.

Not one of the leading institutions condemns these deep, far-reaching, fundamental, demoralizing wrongs. Press, pulpit and party ignore them. Presidents, preachers, professors, politicians and leaders of labor all discuss what they call the labor problem, but none state what it is, or define or analyze it, or make any allusion to these three obvious iniquities which create it.

Yet the existence of these three artificial wrongs—scarcity of employment, low wages, monopoly extortions—is responsible for the existence not only of trade unions but of all the other striking social phenomena that distress and perplex us. That deep poverty which breeds ignorance, vice, brutality, crime, degradation, is the direct outgrowth of these wrongs, which we ourselves have created. Consumption is one of the punishments of poverty. Intemperance, with all its misery, is another of its baneful fruits. People are not poor because they drink, but rather they drink because they are poor.

Contemplate the awful results of this trinity of wrongs: Vast masses of humanity are kept perpetually without the material means or possibility of anything above a mere animal existence, without enough at any time to satisfy reasonable physical needs; woman labor, with its robbery of unborn generations, and child labor, with its pitiful horrors; death's ghastly harvest among the babes of the poor; the meagre, starved childhood; the toiling, suffering manhood; the shortening of the narrowed life—these are fruits of lack of work, low wages and private monopoly. The joy of work and of life depart; art, science, literature, to the working poor are dead; home is but a name; education and culture are unknown to the laboring masses. Long hours of toil, exhausted energy and meagre reward destroy vitality, hope and aspiration, and make a higher life impossible. A few of exceptional endowment, with good fortune and determination, have overcome and risen above adverse conditions; but the masses die on the plane on which they were born.

Wages measure intelligence, elevation, civilization. The country with the highest level of wages has the highest degree of happiness and the highest standard of citizenship, and the peoples of the lands with low wages are abject in their misery, degradation and servility. The employment of the unemployed, the elevation of wages, and the destruction of private monopoly should be the first thought of statesmen, Christians, philanthropists, labor men—of all who desire progress, who love their fellows, and who long for a higher, cleaner, more just civilization. The elevation of wages is the

only means to elevate humanity. He who works to that end works in the only effective way possible to promote the joy of life and work and the welfare of the race.

He who depresses wages or makes the conditions of labor harder and the hours longer is an enemy of humanity, who for selfish ends robs little children, defiles and degrades woman, and debases man. Instead of love, he sows hatred, distrust and dishonesty; instead of lightening loads and relieving distress, he deepens the misery and adds to the burdens of those who have already more than they can bear.

Let me repeat again, for emphasis, that poverty, ignorance, and nearly all vice, crime and misery, are caused directly by (1) uncertainty of employment, (2) low wages, and (3) the extortions of monopoly.

These ills are enough to create and justify trade unions. Indeed, men are not rational who fail to unite against wrong. The labor movement is a protest against evil conditions and the expression of aspiration for a higher life. It is the embodiment of the laborer's desire and hope for better conditions and environment for those who follow him, even though he himself may not attain to them. The strength of the labor movement is the pledge of a nobler civilization.

Not that the unions have attained any deep insight into the causes of labor's ills, or their cure. They have not. Their vision is short, their efforts—noble, self-sacrificing, partially effective—are largely misdirected. The whole force of the union attack is against low wages, long hours, and bad labor conditions. The fact that the non-employment of some is the immediate cause of these ills is never noted. Feeling that they are justly entitled to a larger return for their labor, the union seeks to unite all the workers in each industry in a demand for higher wages. It sets a minimum wage, and urges all to refuse to work for less. It fixes a maximum length of day, and urges that none work more. It holds conferences with employers, urges the justice and benefits of its demands, and finally a strike is ordered. But all the while the fact that the market is glutted with idle labor is wholly ignored. Workmen hungering for a job are plentiful. The employer

has but to suffer the inconvenience of a change in the working force, and the workman who sought a gain has lost all. Frequently the employer is a gainer by the strike, for the newcomers will generally submit to a further reduction. The men who took the places of the strikers are bitterly denounced, but whatever caused their idleness defeated the strike. Not until the union has fully considered the man out of work and the cause for his lack of employment will strikes be as effective as their promoters hope.

When all have equal share in and equal access to the soil, the gift of God, idle labor, idle lands, low wages and the "worthy" poor, will disappear—and not till then.

New Zealand borrowed millions at low rates of interest, loaned it directly to actual users at a slight advance, and thus stimulated industry and relieved her citizens from extortion.

New South Wales relieved her industries from taxation and placed the burden on land, with the result that the demand for workmen took the idle labor out of the market.

But above all else, we need a sufficient enlightenment of conscience to realize that to gain wealth without work is to steal it from the worker. And we need to see that we ourselves are as guilty as the ones who benefit by the theft. Had the Good Samaritan and the priest and the Levite watched without protest the robbery of the victim—they would have done exactly what we are doing today. We need no fanciful or Utopian scheme to overcome the wretchedness of poverty, with all its concomitant vices. We need only justice, to do as we would be done by. The point to keep in view is that it is caused by involuntary idleness, low wages and the extortions of private monopolies. Involuntary idleness is needless, and if abolished other reforms would follow.

Here is the remedy offered by organized labor for wrong social conditions: Unite for better wages and hours and working conditions. The first part, organization, is not only rational and commendable, but evil conditions never can be overcome unless men unite and act together against them. The second part, better wages, hours and

conditions, can never be obtained completely while the cause of low wages and conditions—that is, enforced idleness—remains.

Now this remedy is so short-sighted as to be pitiful. It promises no end whatever to the struggle. Indeed, leading labor men at times express themselves as seeing no prospect but that labor troubles, more or less acute, must continue on and on indefinitely. There is no promise that evil industrial conditions will be finally abolished by the tremendous sacrifices being made along the lines now pursued.

But the remedy of the trade unions has the merit of being of practical value. Their efforts do relieve conditions and make life more tolerable for millions, while the remedies offered by the accepted authorities of society are not only useless, but if generally applied would be positively injurious and aggravate the sufferings now undergone by the poor. Consider them: Greater diligence, greater thrift.

Now of what avail is it to urge men who are already overworked, who break down and become old before their time, to more strenuous endeavor? Of course individuals of unusual ability or endurance may benefit therefrom by extra exertion; but if all could and should follow the same course, none would be benefited. The output might be greater, but wages would not rise, for they depend on the amount of idle labor available. It is as if persons in a race were told that they would win by increased effort; one might, but the heart-breaking pace would in no wise benefit his competitors, and must soon break him down. To urge more strenuous effort is simply to set up a more bitter competition as to who can do the most for little pay, when all are overworked and underpaid already. It is to break down the less efficient still earlier, without any probability of any benefit to come to labor. For wages constantly tend to the lowest point at which laborers will consent to subsist, and any increase of product created by extra effort or efficiency would only further enrich those who now enjoy the products of labor without working for them.

Greater thrift would be still more cruel and disastrous. With less than enough for

actual needs, excluded by lack of means from the elevating influences of education, literature, art, music, drama, science, the laborer is glibly told to save always some portion of his pitiful ten dollars or less per week. No matter if the children need better food, and clothing, and shelter, and education, which the meagre wage will not possibly buy—save. Whatever the privations and sacrifices and meagerness and narrowness of the life of the overworked wife and mother—save. And if the poor man is fortunate enough to escape sickness, and accident, and bereavement, and the financial sharks that beset such as he, he may have a pittance left for old age—if he reaches old age.

Not such is Christ's advice, "Take no thought for the morrow," "Lay not up for yourselves treasures." There is a deeper economic philosophy in those injunctions than is often thought. What if the laborer should save? What if the workmen should put in the bank one-quarter of their income for the coming year? There would be one-quarter less goods bought, one-quarter less goods made, one-quarter of the mills and factories closed down, one-quarter of the people now at work would be idle, the pressure for jobs would be intensified, and wages would drop one-quarter, to a point where want would compel the expenditure of every dollar the poor man received. Men in high stations, with comfortable incomes, should be exceedingly cautious how they advise the lowly to save. Not that the common people will invite disaster by adopting such a course; their common sense and necessities make that impossible; but the advice reflects on the intelligence of the adviser. Thrift may elevate a few financially at the expense of others. It would ruin the race if universally applied.

Co-operation has been recommended. But we co-operate now, to the fullest extent, in manufacturing and handling goods. It takes the work of hundreds of persons to make the simplest article. The difficulty lies in the division of the product. Some get much for doing little or nothing, while some receive little—very little—for doing all.

Better wages, hours and labor conditions are the things essential for a better civiliza-

tion. The union makes no mistake when it demands them. The error is that it fails to consider the cause of low wages—idle labor—and remedy that.

The trade union, seeking higher wages for its members, finds its first foe in the employer. But he is not the real opponent. The employer may fight the battle, but the whole social body is against the laborer. It has always hated the taint of manual labor, and has always held the laborer in one or another form of subjection.

Charity may freely flow, and sympathy for the "worthy" poor is abundant; but the unworthy poor have most need of sympathy and love, and the existence of "worthy" poor is simply a proof of social injustice. But society resents the presumption of a demand for higher wages, or better working hours or conditions, while the union insists that these are the vital points. Philanthropy and an awakening public conscience may multiply educational facilities, but of what avail are they to the man worn down by the long hours of physical labor, without time or money to take advantage of them?

Here, then, are the actuating motives of the trade union, the feelings that call it into being—a protest against existing conditions with an earnest conviction that they are unjust, and a deep aspiration for a fuller, broader, larger life.

Its greatest, most beneficent and far-reaching work has been in the realms of public thought and legislation. The church, of course, has enunciated high moral principles; but to the trade unions belongs the credit of making such partial application of those principles to industrial conditions as has been attained in our age. "As ye would that men should do unto you, do ye even so unto them," said the church, and organized labor called upon all the world to look upon fainting womanhood and blighted childhood in industry, and asked, "Is that as ye would be done by?" "The life is more than meat and the body more than raiment," proclaimed the church. But the laborer gives up life for less than enough meat to sustain it, and his raiment is the poorest worn. "Thou shalt love thy neighbor as thyself." Then cease to maim, and mangle, and kill, and poison, in dangerous

industries and unsanitary workshops. The church announces the fatherhood of God and the brotherhood of men. "Then give our injured and striking brothers the same rights in the courts and under the law that other citizens enjoy," reply the trade unions.

These appeals have not been in vain. The unions have aroused the public conscience until the best thought of the time has turned toward economic subjects. The widespread, earnest discussions of all phases of the problems of poverty and labor give sure promise of progress toward their solution.

The great failure of the unions in the realm of thought and conscience is that they have not yet taught mankind that to get wealth without work is to rob the worker.

One of the highest achievements of organized labor is the acceptance and practical application of the golden rule among men seldom reached by church or school. Among union men, working together, every act of one toward his fellows, is judged by the question, "Is that good unionism?" Which, being interpreted, means simply, is it doing as you would be done by? Not that the men have attained perfection in this or any other regard—indeed, I have heard union men reproach each other with being as mean as church members—but the question is always there, and men ask it of themselves, and they are constantly growing more kindly and forbearing, more considerate of each other's feelings and welfare, more zealous for the common good, more ready to subordinate individual will, or opinion, or interest, to the will, or opinion, or interest of the majority.

Its methods are ultra-conservative. It rejects without courtesy all new or radical propositions and all "remedies." Socialism, single tax, co-operation, philosophical anarchy, prohibition, free trade, protection—all these and many more ideas have been forced upon the attention of organized labor, but it would have none of them. It has clung closely to its old methods—organize, ask advances, confer, arbitrate, if arbitration is wanted, strike, boycott. All these methods were practiced ages before the Christian era. Modern trade unionism has added but one weapon to its armory—the union label. It has lost one weapon—the

sword. The ballot was given to it, but as yet the workmen have no conception what it is for, or how to use it to defend or advance their own rights and interests, nor has any other class of society. Direct legislation—that is, law-making by ballot, by which process laws bearing unjustly upon the workers might be changed without the intervention of secret, sinister influences—is endorsed by organized labor. But leaders, national and local, turn their backs upon it, and they thus leave their followers defenseless before their enemies. They have wandered deeper and deeper into an endless judicial and legislative quagmire, from which nothing can ever extract them but a direct voice in law-making.

To summarize: Labor, by law, is so restricted in opportunities for employment that an unnatural competition between laborers for jobs forces wages to the lowest possible point, and the monopolist pilfers at least twenty-five per cent. of what little the laborer receives. The trade union attacks these conditions with a demand for better pay, hours and working conditions. Its contention is just.

To the trade unionist the wage-scale is the all-important point. To raise it is to elevate, to lower it is to degrade humanity. Its ideal is, that each man should enjoy the full fruits of his own toil. Poverty, with all its vices and its woes, and superfluous wealth, with its pride, arrogance, greed, selfishness and wicked vanities, would both disappear could the union fully succeed. "Thy kingdom come, on earth."

This is the goal toward which organized labor is striving. It is not for me to indicate your line of policy, or to force upon your conscience the thing that seems right to mine. But I exhort you to examine earnestly into the truth of the statements I have made to you.

I often think that the parable of the man who went down from Jerusalem to Jericho has a more important significance than is usually attached to it. The man seems to me to typify Labor—he fell among thieves, was robbed, stripped, wounded and left for dead. And the priest and Levite of that day passed by on the other side. The union has not restored the stolen goods, but it has relieved the distress somewhat. It has

striven to uplift, comfort and defend all whom it could reach. It has stayed somewhat the hand of the despoiler. It has invited to its folds all who will come, to share its toils and sacrifices, and to enjoy its blessings—except the man or race who would lower wages. Even the “scab” is welcome, if he bring forth fruits meet for repentance.

Are your fellow men victims like the man on the way to Jericho? Not only at the last day, but every day of your lives,

you will be judged by the Word, “Inasmuch as ye did it not unto these, ye did it not unto Me.”

Some complaint has been made that men will not attend the church. Had the victim on the road to Jericho found in the chief seats in the synagogue the men who robbed him without mercy, and at the altar the priest and Levite who looked upon him without pity, doubtless he would have gone his way sorrowful.



STROUSE AUTOMATIC LOCOMOTIVE STOKER.

## Error and Truth

BY ADELBERT CLARK.

There are two great facts that confront us  
In this beautiful world of ours;  
From youth to age and from great to small,  
They are the ruling powers.  
"Error and Truth," fire-written  
At the doors of all human hearts;  
The last, is an arm to shield us from harm,  
The first is a rebel with darts.

The first, though shining in splendor,  
Is brief as the flowers of May,  
The last, is the first at the throne of God  
And will live through eternal day.  
For the pathway of error is downward  
And ends in the valley of tears,  
And its hopes masked with the beauty of youth,  
Are gray with the burden of years.

But the way of Truth is immortal  
And leads to the portals of God;  
Its flowers are lilies born of the snow  
And springs from the glory-crowned sod.  
Truth lives! 'Tis a gift sent from heaven,  
And it puts vain Error to flight  
As the sun on its pathway goes marching for aye  
And scatters the darkness of night.

# Editorial

## The 32d Grand Division

Contrary to hundreds of previous examples, the 32d Grand Division will not be held in Faneuil Hall. This historic building was looked into by President Garretson and Grand Secretary-Treasurer Maxwell at the time of their visit to Boston some time ago, and after careful consideration, the idea of leasing "The Cradle of Liberty" was found to be impracticable, not only because the hall is not large enough to accommodate the delegates to what we confidently believe will be the largest gathering in the history of our organization, but also from the fact that, as the hall is situated in the very heart of the market district, the noise and rattle and bustle of business would seriously interfere with and disturb the deliberations of the Grand Division. This has been the experience of daytime gatherings in Faneuil Hall in the past.

The next step was to look about for the most available hall in the most convenient location, and after everything worthy of note in this line had been thoroughly considered, Daniel Sharp Ford Hall was selected, and the contract was immediately signed and now reposes in the safe at Cedar Rapids.

This was a splendid selection, for Ford Hall is the most modern, up-to-date and best-equipped hall in the city of Boston, and that is saying a lot, as we have many fine halls here. The site is one of exceptional convenience, being centrally located and within easy reach of the principal hotels, depots, subway stations, points of historic interest and the Parker House, the headquarters of the grand officers.

The auditorium will seat 1,000 people and the galleries about 300. The entire building is equipped with complete electric lighting

and ventilating arrangements, 14,000 cubic feet of air being pumped into the hall every minute.

The entrance to the hall is direct from the street; no stairs to climb and no long corridors to pass through, just "walk right in and walk out again," committee rooms, parlors, toilet rooms, telephones, etc., are on every hand.

And the surroundings are most desirable, historic and picturesque. The large observation window on the side of the hall overlooks the State House Park. In the foreground is a magnificent pillar, which is surmounted by an American eagle with spreading wings, commemorating the events of the American Revolution and the heroes who died in their struggles for the noble cause.

Directly back of it stands the State House itself. Plainly visible from the windows are statues of General Banks, Charles Devens, and "Fighting Joe" Hooker, and further along, the Common and the Public Garden.

Situated on the summit of Beacon Hill, near the spot where long stood the beacon to guide ships coming into the harbor, between the State House where laws are made, and the Court House where they are administered, and on the edge of the garden spots of Boston, we feel particularly proud of our convention hall, and satisfied that if we had selected the site ourselves and had a building erected to order for the purpose, we could hardly have improved upon it.

The local executive committee having charge of the arrangements consists of C. W. Merrill, chairman, D. A. Neal, secretary, and C. D. Baker, treasurer, and the way they are hustling and piling up things places them in the medal-of-honor class.

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## Railroad Accidents

The report of the Interstate Commerce Commission of the railroad accidents in the United States during the three months ending September 30, 1908, shows that "the

number of persons killed in train accidents during the months of July, August, and September, 1908, as shown in reports made by the railroad companies to the In-

terstate Commerce Commission, under the 'accident law' of March 3, 1901, was 191, and of injured, 3,046. Accidents of other kinds, including those sustained by employees while at work and by passengers in getting on or off the cars, etc., bring the total number of casualties up to 17,279 (734 killed and 16,545 injured.)"

The report further states, in comparison with their last bulletin, that "the main lesson which is to be derived from all accident statistics—the need of preventing accidents in the future—again confronts us. The number of employees killed increased seventeen per cent; employees killed in train accidents, thirty-nine per cent; and passengers killed from causes other than train accidents, thirty per cent; but the increase in the number of passengers killed in train accidents was no less than 307 per cent. Nothing could more clearly enforce the les-

son of the necessity of heeding the record of the causes of collisions as set forth in Table 2A, for four-fifths of the passengers killed in train accidents were the victims of collisions. Of the eight most serious collisions (Nos. 1, 2, 5, 6, 7, 8, 9, and 11), five occurred on lines where the block system was not in use; one, No. 8, on a line where it was ostensibly in use, but was abandoned temporarily to save the time of passenger trains; and one, No. 1, on a line where it appears to have been used 'permissively' for freight trains carrying passengers (drovers); leaving only one, No. 5, which appears to have been in no wise due to lack of the space-interval rules."

Believing that the Commission's report of eleven prominent collisions will be of interest to our readers, we quote the following table of collisions and accompanying explanations:

[NOTE—R, stands for rear collision; B, butting collision; M, miscellaneous collisions; P, passenger train; F, freight and miscellaneous trains.]

## COLLISIONS

No.	Class	Kind of Train	Killed	Injured	Damage to engines, cars, and roadway	Reference to record	CAUSE
1	R	F and F...	3	1	\$1,860	19	Excessive speed and negligent flagging. Occurred 3:40 a. m.; three passengers in caboose killed.
2			4	40	3,000	29	Confusion of orders. (See note in text below.)
3	M	F and F...	0	4	5,283	24	Train approached station 3 a. m. at uncontrollable speed. Air brakes not properly applied; one angle cock closed; cause of this not discovered.
4	M	F.....	0	0	5,300	22	Train separated and rear part ran into forward part. Cause of parting not discovered. Only 14 cars out of 37 cars had air brakes working. Whole crew held at fault for failure to test brakes.
5	M	P and P...	7	20	5,760	5	Engineman disregarded signals at crossing. (See note in text below.)
6	B	P and F...	3	37	6,000	28	Agent failed to deliver order; trusted an inexperienced assistant, who made only three copies of order when he should have made five.
7	B	P and F...	20	14	11,000	52	Westbound freight encroached on time of regular east-bound passenger. Freight reached entrance to siding at meeting point at 8:01 or 8:02, one or two minutes behind passenger's time, instead of five minutes before that time, as required by rule. Men in charge of freight admitted before coroner that regulation speed from last station, as shown on time-table, was not sufficient to enable them to reach the meeting point at 8 o'clock. Passenger engineman's view of road was obscured by snowstorm.
8	B	P and F...	5	49	12,000	2	Mistake in writing telegraphic order. (See note in text below.)
9	B	P and F...	4	2	13,300	53	Operator accepted order after train had passed. (See note in text below.)
10	R	F and F...	0	0	16,000	20	Excessive speed.
11	B	P and P...	8	59	22,297	1	Operator accepted order after train had passed. (See note in text below.)
Total.....			54	226	101,800		

Collision No. 2, killing two passengers, was due to a confusion of orders by the conductor and motorman of an electric car (train No. 9.) The case may be explained by supposing the movement of train No. 9 as eastward from A to B, C, D, E, F, and so on. Order No. 3 was issued directing train No. 9 to proceed to E. Later, order No. 5 was issued directing No. 9 to report at D; but the first order was received last and the conductor and motorman acted on it, and thus the collision occurred between D and E. Order No. 5 was received by the conductor and motorman of No. 9 at A, direct by telephone from the dispatcher. Proceeding to B, they received order No. 3 from the conductor of a westbound train, to whom the dispatcher had sent it at C six minutes before he sent order No. 5. The conductor and engineman of No. 9 are held negligent in not observing the sequence of numbers on the orders and in not noticing the recorded times, which showed that the order received last had been sent first. The dispatcher, in sending order No. 5, did not put into it the words "instead of," and in telephoning it to the conductor and motorman of No. 9 he said nothing to them about having issued an earlier order which was to be disregarded.

Collision No. 5 occurred at a crossing where two lines, both belonging to the same railroad company, cross each other diagonally. Passenger train No. 7, approaching the crossing on line B at excessive speed, was thrown off the track at the derailling switch and ran upon the ground across line A, stopping with the smoking car athwart the main track of A, in which position it was wrecked by the engine of train No. 4 on line A. Seven passengers were killed and nineteen passengers and one trainman were injured. The engineman of train No. 7, who is a man of experience, appears to have been oblivious to the signals. The derailling switch was 281 feet from the crossing and his engine ran to a point 170 feet beyond the crossing. The signal was fifty feet in the rear of the derailling switch and was in plain view for 885 feet farther in the rear. It is estimated that the speed of the train when derailed was at least fifty miles an hour, though the schedule speed of his train over that part of the line is

only twenty-two miles an hour, the rate being limited by a city ordinance. The engineman of No. 7 "claimed" that the signal was clear when he first came within view of it, but the superintendent regards the evidence as conclusive that it was in the stop position and had been so for some time before this train came within sight of it.

Collision No. 8, causing five deaths, was due to an error in a train order. It was between an east-bound passenger train and a west-bound freight. The engines, and cars of both trains were badly damaged. The order, as issued, directed the passenger train to wait at B until "five fifteen, 5:15 a. m." This authorized the freight to run to B if it had time to reach that point in time to properly clear the passenger train. The order, as delivered to the freight, read "five fifty-five, 5:55 a. m." instead of "five fifteen, 5:15 a. m.," and the freight therefore encroached on the time of the passenger, having apparent authority to do so, to the extent of forty minutes, and in consequence met the passenger east of B. The operator at L, who took the order for the freight, destroyed the first order she made and in place of it wrote a second copy. In making this second copy the error occurred. This operator had been in the service of the company at L four days. She had had instruction in a telegraph school twelve months and had been examined by the chief train dispatcher after being under the tutelage of a station operator eleven days. It is assumed that the first order written out at L was correctly worded, as the operator had repeated it to the dispatcher. Where a telegraphic order is rewritten it is the duty of the operator, under the rules, to again repeat it by telegraph to the dispatcher, but this was not done. The telegraph block system is in use on the line where this collision occurred, but the block stations are far apart and to avoid delay to the trains the block system was supplanted by a time order, as above explained. With the block system thus modified or suspended the west-bound freight train, under the rules, would be required to be side-tracked at some station before the passenger train was due, and the passenger train in this case being behind time the order was issued so

as to permit the freight train to go farther west before turning out.

In collision No. 9 there was negligence by both dispatcher and operator. It occurred about 1:30 a. m. The operator accepted an order for the passenger train after it had passed his station. By reason of having been asleep, or otherwise negligent, he did not know whether the passenger train had passed or not, and assumed that it had not; assumed that the dispatcher would not offer the order to him if the train had already passed. The order was sent on Form 19, contrary to the rule, and it was acknowledged in a form applicable only to Form 31; and the dispatcher did not require the operator to display his signal before taking the order; for these irregularities both men are blamed. The dispatcher had ground for suspicion that the operator had not been vigilantly attending to duty and is blamed for not taking extra precautions on that account. The dispatcher had had seven years' experience as such. The operator, 23 years old, had served on this road less than two months, but is said to have had several years' experience elsewhere.

Collision No. 11, causing fatal injury to

five passengers, was due to the acceptance by a station operator of a train order for a train which had passed his office. Train No. 3, west-bound, and No. 12, east-bound, held orders to meet at K. When No. 12 arrived at K, No. 3 being then at L, the next station east and seven miles distant, the train dispatcher undertook to change the meeting point from K to L. This order was accepted by the operator at L before he had made certain that No. 3, which had passed this train-order signal, had been held—a violation of the rule. The train dispatcher then gave the order to No. 12 at K, which immediately proceeded to act upon it, and before the operator at L could reach No. 3, which was at the west end of the siding, it left there for K under the order originally given, and the trains met at a point where, by reason of the curvature, neither train could be seen from the other until they were quite close together. The operator at L is held at fault in accepting the order after the train had passed his train-order signal, and the dispatcher is held at fault for giving the order to No. 12 without knowing definitely that No. 3 had been held. The services of these men had been satisfactory up to the time of this collision.

## Compensation for Injuries to Railway Employes

Volume 118, page 224, of the Federal Reporter contains a report of the case of Thomas M. Kane who was killed December 16, 1897, while in the employ of the Erie Railroad Company as locomotive fireman. At the time of the collision he was cleaning the number plate on the front end of the locomotive. The force of the car which collided with the locomotive drove the gondola upon it and caught Kane, killing him instantly.

Volume 128, page 474, of the Federal Reporter contains another report on the same action. This decision is dated April 4, 1904, in which the district judge held the relevant section of the Ohio Revised Statutes to be unconstitutional, so that Kane's administratrix lost her case. That decision, however, was reversed by the Circuit Court of Appeals. This time it only took

until December 12, 1904, to bring it to the Circuit Court of Appeals, when the decision was reversed. Again the Circuit Court of Appeals had the case before it on January 19, 1906, and stated that this was the third time the case had been before that court. On the last trial Judge Cochran, who sat below, directed a verdict for the defendant on the ground: first, that the Act of April 2, 1890, does not apply, because the engineer was negligent while in control of his fireman and was not in charge of all the employes on the train, there being a conductor; and second, because Kane, the deceased fireman, was guilty of contributory negligence in placing himself where he was liable to injury should a collision occur. The judgment was reversed, and the case remanded for further proceedings not inconsistent with the opinion. Another trial

was followed by another appeal, January 26, 1907, to the Circuit Court of Appeals, which resulted in that court affirming the judgment obtained by Kane's administratrix, and in so doing held that the Ohio Fellow Servant Act of April 2, 1890, was not to be void for repugnancy to the fourteenth amendment of the Constitution of the United States.

The Erie Railroad Company appealed the case to the United States Supreme Court, which, on November 11, 1907, denied the petition for a writ of certiorari and thus put an end to this litigation.

The administratrix, as will be seen, had been kept waiting for justice for nearly ten years. It seems evident that the administratrix was able to get along during the nearly ten years interval, for under conditions usually surrounding such a complainant, such a denial of justice would have compelled her to abandon the case for lack of funds.

We are reminded, in this connection, of the twenty-fifth verse of the first chapter of Genesis which states that "God created everything that creepeth upon the earth."

## Editorial Notes

### Court Decisions

It might not be very pleasant reading for those who claim it is a sin to criticize the action of a court, to read the following quotation from a speech delivered by Chas. Sumner in the United States Senate just prior to the Civil War, but it seems to indicate that the actions of a judge may be questioned as well as those of any other public official:

"Let me here say that I hold judges, and especially the Supreme Court of the country, in much respect. But I am too familiar with the history of judicial proceedings to regard them with any superstitious reverence. Judges are but men, and in all ages have shown a full share of frailty. Alas! alas! the worst crimes of history have been perpetrated under their sanction. The blood of martyrs and of patriots, crying from the ground, summons them to judgment.

"It was a judicial tribunal which condemned Socrates to drink the fatal hemlock, and which pushed the Saviour barefoot over pavements of Jerusalem, bending beneath His cross. It was a judicial tribunal which, against the entreaties of her father, surrendered the fair Virginia as a slave—which arrested the teachings of the great Apostle to the Gentiles and sent him in bonds from Judea to Rome; which, in the name of the old religion adjured the saints and fathers of the Christian Church to death, in all its most dreadful forms; and

which afterwards, in the name of the new religion, enforced the tortures of the Inquisition, amidst the shrieks and agonies of its victims, while it compelled Galileo to declare, in solemn denial of the great truth he had disclosed, that the earth did not move around the sun.

"It was a judicial tribunal which in France, during the long reign of her monarchs, lent itself to be the instrument of every tyranny, as during the brief reign of terror it did not hesitate to stand forth, the un pitying accessory of the un pitying guillotine. Ay, sir, it was a judicial tribunal in England, surrounded by all the forms of law, which sanctioned every despotic caprice of Henry VIII, from the unjust divorce of his queen to the beheading of Sir Thomas Moore; which lighted the fire of persecution that glowed at Oxford and Smithfield, over the cinders of Latimer, Ridley and John Rodgers, which, after elaborate argument, upheld the fatal tyranny of ship money against the patriotic resistance of Hampden; which in defiance of justice and humanity sent Sydney and Russell to the block; which persistently enforced the laws of conformity that our Puritan fathers persistently refused to obey; and which afterwards, with Jeffries on the bench, crimsoned the pages of English history with massacre and murder, even with the blood of innocent women. Ay, sir, and it was a judicial tribunal in our country,

surrounded by all the forms of law, which hung witches at Salem, which affirmed the constitutionality of the stamp act, while it admonished 'jurors and the people' to obey, and which now, in our day, has lent its sanction to the unutterable atrocity of the fugitive slave law."

#### Shortages of Financial Officers

In the Labor Clarion, "Outsider" speaks on this subject and says in part:

"Every now and then some trusted financial officer goes wrong and becomes a defaulter.

"Now, who is to blame for these defalcations? There is but one answer, 'The auditing committee.'

"The auditing committee is instructed to examine at stated periods into the affairs of the organization, to constantly keep a watchful eye on the financial officers. The auditing committee comes back with the stereotyped report: 'We have carefully examined the books of the financial secretary and those of the treasurer and find the same to be well kept and the one agrees with the other. But there is no rider to the effect that 'we have examined the bank book, have visited the bank and found that the amount it calls for is on deposit and that the money which the books show should be in the possession of the treasurer was actually presented to us and counted in our presence.'

"No, there is no such report, the auditing committee being satisfied with a glance at the bank book, and the entries of 'deposit' and 'interest' made by him to keep up appearances, and is satisfied with the statement of the financial officer that he has the unbanked money 'at home.'

"The auditing committee is to blame for defalcations because of a lack of knowledge of duty, or a disinclination to perform it. The auditing committee that makes a report that everything is O. K. without positive knowledge that it is, should be held to financial accountability when there is any disappearance of the organization's funds. If the law is not strong enough to make them criminally liable for presenting a false report to the membership, it should be made so.

"No member of an auditing committee

should affix his name to a report that the funds of the organization are in bank and in the hands of the officer entrusted with the money until he has satisfied himself that it is there. If this course were followed there would be few defalcations."

#### Southern Commercial Congress

The Southern Commercial Congress, composed of delegates representing sixty-four commercial organizations in fourteen Southern states, assembled in Washington on December 8, unanimously passed the following resolution as an expression of its attitude towards railroads:

"Railroad construction has been extensive, but the rapid commercial growth of the South requires an enormous increase in its railroad facilities to transport to market its many and varied products. The construction of such adequate facilities can be accomplished only by assuring the holders of capital that such enterprises will be safeguarded by conservative and constructive legislation, and we urge upon our Southern legislators the wisdom of such policy and condemn any agitation leading to the contrary.

"We favor a spirit of co-operation between the people and railroads and other corporate interests, to the end that the required confidence of investors may be established in the securities of the corporations of the south."

#### Capital Today is Timid

"The Advance Agent of Prosperity" is the title under which C. M. Keys, a writer in the January number of the World's Work, describes the way in which "a new railroad through a country makes a ribbon of civilization, perhaps twenty miles wide."

"The town on the railroad," says Mr. Keys, "has no physical advantage over the other—except the railroad. Yet it is full of life. Furniture factories, tanneries, saw-mills keep up the pace. The men are full of business, alive with ambition, stirring with imagination. Their sons and daughters receive education and training and have life. For miles around the magic touch of the railroad wakes the resources

of the country into life, changes them to money, sends them pouring out to join the mighty streams of commerce. Farming, ice-cutting, lumbering, manufacturing, fruit culture all started anew with the coming of the railroad. Without that highway of commerce the country lay dead; with it came the life of a busy community."

What is the immediate future of railroad building in the United States? Mr. Keys declares: "Today capital is timid before restrictive legislation. Today the English investor shivers when one mentions the south. In a world of politics, great and small, of laws wise and foolish, of lawsuits sane and crazy, of scandal aimed at stock exchange and magnate, it is well to remember this one fact, that capital, and capital alone, can open up the million fields yet unbroken in this country, and coax civilization into the great lands as yet untrodden."

#### Knockers

In the November number of the Typographical Journal, Charles Carroll gives the following definition of a knocker:

"Most of the knockers I have known have been cowardly fellows, who took delight in destroying good reputations and in stealing good characters. There is a distinction between opposition and knocking. I admire the man who comes into the union meeting and takes up the 'other' end of a proposition and fights for it. He has courage of the right sort, and displays it in a legitimate manner. He doesn't go wrong very often, either. But his caliber is very different from that of the professional knocker and backcapper—the man who works by buttonholing and whispering in the composing room, or who is a loud-mouthed curbstome or barroom orator. As a rule, the knocker stays away from the union meetings, or, if he attends, he sits with his hands on his knees and a vacant stare in his eyes. He is a fighter when there is no chance for a fight; he is a debater when there is no one present who can answer his argument."

The definition is a good one and the critic seems to correctly define the difference between a real knocker and a man who has the courage of his convictions and

displays it consistently and at the proper time. Too much stress has been laid upon the alleged necessity for the knocker; he is not a necessity but a drawback to any movement, for he goes beyond the proper boundary of legitimate criticism and tries to destroy character and the right of opinion in order to exploit his own exaggerated ego.

#### Washington Labor Conference

Secretary Straus of the Department of Commerce and Labor recently called a meeting in Washington to discuss a number of subjects of mutual interest to labor organizations and the department. The details of the gathering of quite a large number of the executives of the labor organizations are not at hand, but the following editorial in the New York Globe and Commercial Advertiser shows that the press believes that such conferences are of importance to industry:

"Secretary Straus of the Department of Commerce and Labor, in bringing the labor leaders together at Washington for the purpose of discussing matters of mutual interest to themselves and the department, sets a precedent that should be followed by his successors in office. It fittingly complements the action taken by Mr. Straus in 1907 when delegates from the leading business men's associations of the principal cities in the country were summoned to Washington to form the National Council of Commerce. Through this organization and its advisory committee, consisting of fifteen members who come into direct contact with the officials of the Department of Commerce and Labor, a connecting link between the department and business organizations has been established and a means of trade development which may in time prove of the greatest consequence has been established.

It is as important or more important that the trades should be brought together for the purpose of co-operating with the government in the furtherance of industry. Perhaps they, too, should form a national council which in the long run not inconceivably might be merged with the Council of Commerce to constitute one organization with two wings, the one representing commerce and the other labor. If wisely di-

rected a labor council of this kind might be of the greatest value in mitigating in some degree at least the morbid emphasis of labor's grievances, and fixing its attention upon its unity with all other interests, capitalistic, commercial, or what not. In this way the product and the reward of all concerned might be increased, and the attitude toward industry of many persons, whether in the ranks of capital or labor, might become much more healthful than it now is."

### Long Service

The Railroad Reporter prints the following notice of the long term of service as a conductor of Brother A. A. Pattengill, who has been a member of the Order and of Division 9 since 1882:

"A. A. Pattengill, passenger conductor, now running between Buffalo and Weehawken, is entering upon his fifty-third year of continuous railroad service.

His first position was with the Erie as "greaser" on the way freight at Hornellsville, in 1856, later becoming brakeman and conductor under D. C. McCallum, general superintendent.

When Mr. McCallum was selected as military director and general manager of the government railroads during the war, Pattengill went with him in charge of the transportation of troops and supplies. He had the distinction of bringing the first relief train through to Petersburg after Lee surrendered and assisted in the distribution of supplies to the inhabitants.

Returning to the Erie after the close of the war he remained with that company until 1884, when he transferred to the West Shore as passenger conductor, which position he still retains."

Brother Pattengill has made an enviable record in his chosen calling, and we hope that he may be yet spared for many years.

### About Women

A prominent Denver minister in a recent sermon took occasion to eulogize woman in the following words:

"No temple has ever been erected by mankind in the realms of thought or in the fields of action, without the inspiration, influence, helpfulness, sympathy and love of woman.

"Woman was last at the cross and first at the tomb, and ever since those memorable days, whenever there has been a calvary, where the sunlight fades, where the cross of self-denial must be borne, where the suffering of sacrifice must be endured, there woman will be found.

"It is not in the forum, nor yet in the sanctuary that we see the truest power of woman, but in the sacred precincts of the home.

"Eve took Adam's rib, and since then others have taken our hearts, our names, our pocketbooks—in fact, woman has our last thought, our last cent, and usually manages to have the last word. One has said: 'Man's admiration for woman never fags; he will give her all his fortune, he will give her his noble heart; he seems willing to give her everything he possesses except his seat in a street car.'

"She sympathizes with our sorrows, she shares our joys, she doubles our expenses; she gives us our highest and noblest ideals in life; she gives us that moral support that rounds out and perfects character, and she exhibits her truest beauty and exerts her greatest power as queen of the heart and empress of the home."

### The Heroes

We laud the man who on the tilted deck  
Remains to do his work as best he may,  
Who, though the waves assail the tossing wreck,  
Still manfully puts cowardice away.

But what of him who daily braves the storm  
And daily offers all that he may give,  
So that your eager children may be warm,  
So that his own loved little ones may live?

Your cheers are for some hero who has won  
The world's attention, while beside you stands  
A hero whose heroic deeds are done  
Where Death is ever stretching bony hands.

—S. E. Kiser, in Chicago Record-Herald.

# Railway Information

It is reported that the Canadian Pacific is contemplating spending \$30,000,000 during the year 1909 on its western lines.

A new branch of the Torreón division of the Mexican Central has been opened for business, extending from San Pedro to Hornos, a distance of fourteen miles.

The Sellwood Section of the Canadian Northern Ontario has been established, extending from Sudbury Junction northward to Sellwood, Ont., a distance of twenty-eight miles.

The track of the Virginia railway between Altavista, Va., and Roanoke, Va., a distance of forty-four miles, has been laid and trains are operated between Victoria and Roanoke.

The Canadian Northern Railroad has decided to extend its line from Edmonton to the Pacific coast, a distance of about 750 miles. When completed it will make the third transcontinental in Canada.

Work is under way at the present time on an extension of the Coal River Ry. from Clothier, Va., to the mouth of Laurel Fork along Laurel Fork, a distance of five miles; also along Spruce Fork for a distance of five miles.

An officer of the Florida East Coast is quoted as having said that trains will be in operation into Key West within six months, and that the work of laying the concrete road between Knight's Key and Key West is being pushed with all possible speed.

B. F. Yoakum is quoted as saying that negotiations are under way for an extension of the Orange & Northwestern, now in operation from Orange, Tex., north to Newton, sixty-one miles, from the latter place north to Logansport, La., about eighty miles.

The inauguration of the Southern Pacific or Harriman line from Orendian to Tequila, Mexico, was postponed because Governor Miguel Ahumada could not be present. It is another link in the Harriman line from Guadalajara to Guaymas, now building from both ends.

The Cummings & Wray calling apparatus for use on train dispatchers' telephone lines is now in service on the two busiest divisions of the Chicago, Milwaukee & St. Paul; on two divisions of the Delaware, Lackawanna & Western, and on one or more divisions of the Chicago, Burlington & Quincy, the Atchison, Topeka & Santa Fe, the Great Northern, the Michigan Central, the Chicago & North-Western, the Louisville & Nashville and the Chicago, Rock Island & Pacific.

The Rock Island's management is considering the advisability of hauling its all-night suburban trains in case that service becomes permanent.

The Dayton, Lebanon & Cincinnati is building a steam line from Dayton, Ohio, south to Lebanon, where connection will be made with the Cincinnati, Lebanon & Northern.

A director of the Wisconsin Central has stated that the Canadian Pacific Railroad plans to throw a large amount of traffic to the former road immediately and thereby make a large net additional increase in the company's revenue.

An officer of the Virginia & Southwestern is quoted as saying that the Holston River Railway, building a 38-mile line from the V. & S., at Persia, Tenn., south to Moccasin Gap, Va., has about seventy-five per cent of the grading finished.

It is announced, by a prominent official of the Texas and Pacific that the management of the road does not contemplate at this time the employment of auditors on passenger trains to relieve the conductors of the work of collecting fares. It is intimated that such a step has not even been seriously considered.

The main line of the Temiskaming & Northern Ontario has been extended from Matheson, Ont., northward to Cochrane, Ont., a distance of forty-seven miles. A new branch, called the Charlton Branch has been opened for business, extending from Englehart, Ont., to Charlton, Ont., a distance of eight miles.

An officer of the Gulf, Colorado & Santa Fe writes that work is now in progress and will probably be completed in June on the line building from Center, Tex., via Tenaha to Zuber, 21.3 miles. John Scott & Sons, contractors, St. Louis, Mo. Work of re-ballasting the Beaumont division from Rayburn, Tex., east, sixteen miles, is now in progress.

President Newman Erb of the Wisconsin Central, announces that plans to shorten the main line between Chicago, Minneapolis and St. Paul are under way. It is said that the road eventually will build a new cut-off from Mukwonago, Wis., on the main line west of Milwaukee to Grand Rapids, 135 miles, and from Spencer, Wis., to Owen, fifteen miles. This would connect with the present main line by the Portage and Grand Rapids branches and would reduce the distance between Chicago and St. Paul forty-five miles.

Press dispatches indicate that the Burlington railroad has decided to utilize the Big Horn Canyon route in Wyoming for the extension of its Kirby line to a connection with the Colorado & Southern railway at Orin Junction, Wyo., and that right of way across one corner of the Wind River Indian reservation has been purchased.

The Outlook branch of the western division of the Canadian Pacific has been extended from Conan, Sask., northward to Outlook, Sask., a distance of twenty-eight miles. A new branch, called the Broomhill Branch, of the Central division has been opened for business, extending from Lauder, Man., westward to Tilston, Man., a distance of twenty-eight miles.

Press reports from Durango, Mex., indicate that surveys have been started on the proposed extension of the National Lines of Mexico from Durango, Dur., southwest to Mazatlan, Sin., on the Pacific coast. This extension will give the National Lines a direct outlet to the Pacific coast and through connections with the International & Great Northern and the Missouri Pacific to Kansas City, Mo.

The railroads are preparing to spend millions of dollars this year in terminal improvements in and about Winnipeg. The Grand Trunk Pacific and the Canadian Northern roads are constructing a new union depot to cost between \$3,000,000 and \$4,000,000; the Hill roads are to construct a depot, shops and freight houses, and the Canadian Northern is about to build extensive additions to its shops.

Considerable work is being done by the Toledo & Michigan, which extends from Adrian, Mich., through Clayton, Hudson, Pittsford, Osseo, Hillsdale, Janesville, Quincy and Coldwater, about sixty miles. The roadbed has been graded for a distance of about thirty-two miles and a number of concrete culverts and bridges have been built. This line will parallel that of the Lake Shore & Michigan Southern, which passes through the same town.

The management of the St. Paul road has announced that the complete Pacific coast extension will be opened by July 1, this year, unless something unforeseen occurs. The officials are sanguine that the extension will pay from the date of its opening, and the opinion is based upon the business done on those portions of the road already in operation. It is expected that the lumber interests will be of great help to the extension. Some time ago one of the lumber associations, through its officials, assured the St. Paul management that the road would get at least 50,000 carloads of lumber the first year.

Press reports from Denver, Colo., indicate that between May and September of this year the Colorado & Southern will build the proposed extension from Pueblo, Colo., south to Walsenburg, fifty-six miles, on which grading has been completed, and that between May 1 and September 1, this company will build the proposed extension from Fort Collins, Colo., north to Cheyenne, Wyo., about forty miles, surveys for which, it is said, are now being made.

The following lines are to be built by the Grand Trunk Pacific in Saskatchewan and subsidized by the Provincial government at \$15,000 per mile: From near Township 22, range 6, to Yorktown, forty miles; from a point on the main line between the 108th and 109th parallels to Battleford, forty-five miles; from near Township 22, range 6, to Regina, Sask., about 110 miles. This will give a direct line from Regina to Yorktown, via Melville.

The Northern Pacific, on February 8, adopted the A, B, C block signal rules on the lines between Billings, Mont., and Livingston, 115 miles. The company is planning to adopt the same signal rules on the Washington Central branch, extending 142 miles northwest from Spokane, and on the Palouse and Lewiston branches, which extend south from Spokane, 146 miles; and in connection with the change a telephone line will be put up and all communication will be made by telephone. As all of the trains on these branches do local business, many of the less important stations will be equipped with telephones arranged for use by the conductors of the trains, and no station operator will be required.—*Railway Age Gazette*.

In the United States Circuit Court of Appeals at Chicago, on February 3, Judge Grosscup held that the federal safety appliances act applies to all cars, on an interstate road, whether engaged in interstate commerce or not at the particular time when an appliance is defective. Three cases involving alleged violations of the act by the Wabash, the Elgin, Joliet & Eastern and the Belt Railway of Chicago were passed on by the court. In each it was contended that the car with the defective appliance was being used at the time in intrastate commerce and therefore did not come within the act. Judge Seaman dissented in the Wabash and Belt cases. He said he believed that the Belt, which operates entirely within the state of Illinois, was not subject to the act, because it appeared that it was an independent railway which only transferred cars between the terminals of trunk lines in Chicago and had no interest in shipping bills or rates charged, nor was it concerned in the ultimate destination and delivery to the consignee.

The Chicago, Milwaukee & St. Paul Railroad has announced plans for the operation of through transoceanic service in connection with the new Pacific coast extension of the road to Tacoma and Seattle, Wash. It is said also that arrangements have been made with a Japanese Steamship Company, known as Osaka Shosen Kaisha, for the transportation of freight between the United States, Canada and Europe and Asia. At present the Osaka Shosen Kaisha has a fleet of 106 vessels, with a total gross tonnage of 110,000, and has a network of regular services along the Japanese, Chinese, Korean and Siberian coasts. The new line is building six steamships of 6,000 gross tons each in Japan.

#### Probes A, B, C Train Plan

B. B. Adams of New York, chairman of the block signal committee of the interstate commission and associate editor of the Railroad Age Gazette of New York, has been in Spokane gathering information in regard to the operation of the A, B, C system of train dispatching invented by A. Beamer, superintendent of the Idaho division of the Northern Pacific Railway, with offices in Spokane.

When asked for an opinion of the system, Mr. Adams refused to make any definite statement, saying that there was too much to the system for one to be able to form any conclusion after the short time that he had spent in his investigation. He said: "I shall not try to make any report until after my return to New York. It will, of course, be made to the commission and the commission will act on it."—Railroad Reporter.

#### Why Steel Rails Spread

The wear of rails is being investigated in a very thorough manner on the Harriman lines under the general direction of Mr. J. D. Isaacs, their consulting engineer.

Whenever a rail breaks or otherwise fails, the section foreman who detects the failure reports the fact at once to the roadmaster over him on a blank form, which, when filled out, gives complete information regarding the nature of the accident and all conditions of the track. When the rail is taken from the track it is marked carefully for identification and sent to the division terminal.

At least ten per cent. of the broken rails are sampled by making borings, the material removed in this way being sent to the general officer in charge of maintenance, who has it tested.

The information collected in this way up to the present time indicates that there are

more failures of 90-pound rails per 100 miles of track than of 75-pound and 80-pound rails under the same tonnage, and that about three-fourths of the failed rails contain phosphorus in excess of 0.085 per cent. Cold weather also seems to increase the numbers of rails that fail.

The information collected in this way is so complete in its details that the records of a few years may be expected to furnish a large number of useful facts concerning the behavior of rails.

If more roads will adopt a system of this nature at least a part of the painful controversy regarding the quality of rails which has been so prevalent during the last few years must inevitably be stopped by the preponderance of evidence such records will afford—Engineering Record.

Judge Carland, of the Federal district court at Sioux Falls, S. D., issued a temporary injunction on February 3, restraining the enforcement of the 2-cent passenger fare act of South Dakota. The injunction was sought by counsel for the railways within fifteen minutes after the act was signed by the governor. A hearing on the question of making the injunction permanent will be given on March 1. The act contained an emergency clause making it effective immediately. Almost simultaneously with the issuance of the injunction by the Federal court the attorney-general of South Dakota got an alternative writ of mandamus from the Dakota State Supreme Court to compel the railways to comply with the law. The writ is returnable on March 3.

Another metropolis is springing up on the prairies of western Canada. A year ago there was a spot on the line of the Grand Trunk Pacific without a name or any special significance. But on that spot has sprung up Melville, the operating center for nearly 1,000 miles of the Grand Trunk Pacific, and already its population numbers over 1,200 people, with modern houses, stores and hotels. In six months its population will have doubled and by the end of the present year it is confidently expected 4,000 people will be living in the future distributing point of western Canada. Melville is the center of the richest farming country of Saskatchewan. A branch line is to be built this spring to Regina, and another northward toward Hudson's Bay. In addition to all this, the boomers of the future metropolis can see, in their mind's eye, a great movement of grain through Hudson's Bay to Europe—great enough to put Duluth and Chicago in the shade.



# The Auxiliary

This Department is intended to serve the same purpose among the wives, mothers, daughters, and sisters of our members that the Fraternal Department serves among our members. The rules at head of Fraternal Department will also apply to this one. Communications for this Department should be in this office not later than the 15th of the month for use in the following month.

## List of Delegates and Alternates to the 13th Grand Division L. A. to O. R. C. of A., Boston, Mass., May, 1909

DIV.	LOCATION.	DELEGATE.	ALTERNATE.
1	Cleveland, O.	Porter, Mrs. Sadie	Temple, Mrs. A. E.
2	Danville, Ill.	Greenman, Mrs. Estella	Rhorer, Mrs. Olive
3	Columbus, O.	McIntyre, Mrs. Eudora	Brown, Mrs. D.
4	Elkhart, Ind.	Albertson, Mrs. S.	Jewett, Mrs. M.
5	Philadelphia, Pa.	Wiltse, Mrs. B. F.	
6	Toledo, O.	Renshaw, Mrs. Elizabeth	McMillan, Mrs. Lizzie
7	Newark, O.	Meanor, Mrs. Clare	Smith, Mrs. W. C.
8	Sunbury, Pa.	Downs, Mrs. E. K.	Conrad, Mrs. Sara
9	Pittsburg, Pa.	Wooten, Mrs. John	Ody, Mrs. J. A.
10	Scranton, Pa.	Finerty, Mrs. Margaret	White, Mrs. C.
11	St. Louis, Mo.	Coleman, Mrs. G. F.	Newland, Mrs. G.
12	Bellevue, O.	Harper, Mrs. Ella	Zeigler, Mrs. Nellie
13	DeSoto, Mo.	Missey, Mrs. L. A.	Aylsworth, Mrs. I.
14	Ottumwa, Ia.	Winslow, Mrs. V. S.	Long, Mrs. J. E.
15	Galesburg, Ill.	Hill, Mrs. C. M.	Madison, Mrs. J. H.
16	Huntington, Ind.	Smith, Mrs. E. C.	Kaey, Mrs. W. M.
17	St. Joseph, Mo.	Chickering, Mrs. A. S.	Sims, Mrs. Sarah S.
18	Des Moines, Ia.	Keating, Mrs. C. M.	Duley, Mrs. M. L.
23	Denver, Colo.	Gilmore, Mrs. E. C.	Johnson, Mrs. Theo.
24	Derry, Pa.	Gaus, Mrs. Mary E.	Albaugh, Mrs. Emma
26	Collinwood, O.	Arthur, Mrs. Mary	Jewett, Mrs. Ella
28	Denison, Tex.	Dickson, Mrs. B. B.	Arthur, Mrs. R. T.
29	McComb, Miss.	Shafer, Mrs. F. T.	Robbins, Mrs. R. D.
30	Garrett, Ind.	Bell, Mrs. Etta	Weaver, Mrs. Clara
35	Tacoma, Wash.	McCall, Mrs. E.	Page, Mrs. Annie E.
36	Albany, N. Y.	Kilmer, Mrs. P. J.	Rhodes, Mrs. V. D.
37	Cedar Rapids, Ia.	Bradley, Mrs. Tracy	Francis, Mrs. Ella
38	Ottumwa, Ia.	Yetts, Mrs. I. W.	Howard, Mrs. F. M.
39	Jackson, Tenn.	Phillips, Mrs. R. W.	McKinnie, Mrs. C. A.
40	Buffalo, N. Y.	Wright, Mrs. Leona	Reynolds, Mrs. Lizzie
41	Pueblo, Colo.	Kelly, Mrs. M. E.	Ledwith, Mrs. J. H.
42	Logansport, Ind.	Myers, Mrs. Emma	Gall, Mrs. Julia
43	Atlanta, Ga.	Knight, Mrs. C. D.	Garwood, Mrs. J. G.
44	Detroit, Mich.	Hart, Mrs. Frank	Marker, Mrs. F. L.
45	Grand Rapids, Mich.	Quigley, Mrs. Frona	Hawker, Mrs. Bird
46	Cumberland, Md.	Schmutz, Mrs. Chas.	Owens, Mrs. J. H.
47	Harrisburg, Pa.	Leonard, Mrs. G. A.	Mickey, Mrs. Annie
48	Chattanooga, Tenn.	Gorman, Mrs. P.	McMahon, Mrs. W. A.
49	Eagle Grove, Ia.	Hammond, Mrs. W. R.	Boylson, Mrs. W.
51	Ft. Wayne, Ind.	Bushy, Mrs. Lizzie	Current, Mrs. Olive
52	Port Jervis, N. Y.	Luckey, Mrs. Wm.	Reynolds, Mrs. Jas.
56	Escanaba, Mich.	Green, Mrs. Viola	Valentine, Mrs. Francis
57	Pittsburg, Pa.	Meehan, Mrs. Joe	Ashbaugh, Mrs. E. E.
59	Boston, Mass.	Drake, Mrs. W. N.	Dority, Mrs. A.
60	Meadville, Pa.	Moynihan, Mrs. T. F.	Brest, Mrs. E.
61	Sioux City, Ia.	David, Mrs. J. R.	Hoydar, Mrs. F. J.
65	Fond du Lac, Wis.	Beazan, Mrs. C. H.	Ward, Mrs. Chas.
66	Bloomington, Ill.	Foster, Mrs. T. B.	Partridge, Mrs. Geo.
67	Portland, Me.	Lowe, Mrs. E. I.	Sawyer, Mrs. E. H.
68	Kansas City, Mo.	Stone, Mrs. R. G.	Fisher, Mrs. E. A.
70	Clinton, Ia.	Moore, Mrs. Geo.	Connor, Mrs. E.
73	Boone, Ia.	Wagner, Mrs. John	Whitehead, Mrs. D. W.
75	Rock Island, Ill.	Rife, Mrs. I.	McLain, Mrs. D.
77	Martinsburg, W. Va.	Hartley, Mrs. J.	Compton, Mrs. J. W.
78	Toronto, Canada.	Smith, Mrs. J.	Anderson, Mrs. J.
79	Rochester, N. Y.	Connor, Mrs. E. M.	Cronin, Mrs. Nellie
80	Elmira, N. Y.	Baker, Mrs. H.	Bowman, Mrs. Chas.
81	Baltimore, Md.	Shipley, Mrs. C.	Galvin, Mrs. K.
83	Ogden, Utah	Snyder, Mrs. Julia	Pearson, Mrs. Anna
84	Los Angeles, Calif.	Patten, Mrs. Josephine	McKinnon, Mrs. Jennie
85	Parsons, Kans.	Williams, Mrs. Ida	Jones, Mrs. Rebecca
86	Lincoln, Nebr.	Kenyon, Mrs. F. B.	Kolf, Mrs. Helen
87	Houston, Tex.	Davis, Mrs. W. D.	Karr, Mrs. J. S.
88	Altoona, Pa.	Bowen, Mrs. Katharine	Miller, Mrs. Emma
90	Jackson, Mich.	Cochran, Mrs. Catherine	Harc, Mrs. Elizabeth
91	Portland, Oregon	Veatch, Mrs. Lizzie	Dustin, Mrs. Nellie
93	Concord, N. H.	Brown, Mrs. F. O.	Currier, Mrs. J. C.
95	E. Syracuse, N. Y.	Hughes, Mrs. Frankie	Hilleges, Mrs. Belle
96	McKees Rocks, Pa.	McCafferty, Mrs. E.	Siegfried, Mrs. E. M.
97	Aurora, Ill.	McLean, Mrs. Florence	Yonker, Mrs. Mary

DIV.	LOCATION.	DELEGATE.	ALTERNATE.
98	St. Paul, Minn.	Schneider, Mrs. A.	McGiven, Mrs. E. R.
99	Osawatimie, Kans.	Clark, Mrs. E. H.	Furnis, Mrs. J.
100	Chicago, Ill.	Tolbert, Mrs. A. B.	Hendershot, Mrs. J.
101	Minneapolis, Minn.	Little, Mrs. C. W.	Langan, Mrs. C. R.
102	Water Valley, Miss.	Johnson, Mrs. W. V.	Moss, Mrs. Charles
103	Indianapolis, Ind.	Reynolds, Mrs. H. F.	Wier, Mrs. Sallie
104	Kankakee, Ill.	Grundler, Mrs. Paula	Seitz, Mrs. Emma
106	Ft. Worth, Tex.	Foster, Mrs. W. N.	Woodmansee, Mrs. D. W.
107	Oakland, Calif.	Hughes, Mrs. Rosa	Goodman, Mrs. Annie
108	Springfield, Ill.	Murphy, Mrs. Ida	Castles, Mrs. Kate
109	Meridian, Miss.	Ferguson, Mrs. S. J.	Langford, Mrs. H.
114	Green Bay, Wis.	Greer, Mrs. J. L.	Bon, Mrs. L. L.
115	Utica, N. Y.	Vincent, Mrs. F.	Sweeney, Mrs. C.
116	Newton, Kans.	Argabright, Mrs. M. A.	Conway, Mrs. D. C.
117	Birmingham, Ala.	Cooper, Mrs. B. A.	Shannon, Mrs. W. F.
122	Peoria, Ill.	Carroll, Mrs. Mary	
123	Austin, Minn.	Terry, Mrs. Fanny	McCormick, Mrs. Sarah
125	Monett, Mo.	Woodruff, Mrs. Anna	Johnson, Mrs. Emma
126	Ft. Scott, Kans.	Noah, Mrs. Julia	Williams, Mrs. Ray
129	Grand Junction, Colo.	McCabe, Mrs. A. F.	Walker, Mrs. Thos.
131	Creston, Ia.	Crowder, Mrs. Lettie	Haley, Mrs. Lizzie
133	Sacramento, Calif.	Weston, Mrs. Ella	LaForge, Mrs. May
137	Cleburne, Tex.	Wood, Mrs. F. G.	Holton, Mrs. F. P.
138	Cincinnati, O.	Sullivan, Mrs. M.	Dugan, Mrs. B.
139	Milwaukee, Wis.	Searle, Mrs. Jennie	Krager, Mrs. Emma
140	Cumberland, Md.	Compton, Mrs. R. A.	Young, Mrs. J. R.
142	Springfield, Mo.	Coleman, Mrs. T. M.	Thompson, Mrs. C. W.
143	Syracuse, N. Y.	Curran, Mrs. Frank	Barnes, Mrs. M.
144	Knoxville, Tenn.	McLean, Mrs. T. E.	Caille, Mrs. H. P.
147	E. Las Vegas, N. M.	Hays, Mrs. Upton	West, Mrs. A.
148	Colorado Springs, Colo.	Hurley, Mrs. Sarah	Lyons, Mrs. Hattie
150	Salt Lake City, Utah	Hayes, Mrs. Sadie	Walker, Mrs. Adline
152	Tusculumbia, Ala.	Norris, Mrs. P. W.	Price, Mrs. R. L.
153	Decatur, Ill.	Scott, Mrs. Myra	Baldwin, Mrs. Dora
154	Freeport, Ill.	Carey, Mrs. Helen M.	Stewart, Mrs. Florence
155	Mauch Chunk, Pa.	Zerbey, Mrs. J.	Brelsford, Mrs. Ellie
157	Evansville, Ind.	Ingram, Mrs. S. C.	Choisser, Mrs. T. E.
158	Chillicothe, Ill.	Anderson, Mrs. Mary E.	Sorrick, Mrs. Rose
160	Hagerstown, Md.	Booze, Mrs. J.	Derr, Mrs. H. A.
162	Haileyville, Okla.	Combs, Mrs. J. H.	
163	Sedalia, Mo.	Hughes, Mrs. D.	Bracefield, Mrs. Geo.
164	Binghamton, N. Y.	Bolles, Mrs. H. T.	Veneman, Mrs. T. L.
165	Trinidad, Colo.	Jones, Mrs. Emma	King, Mrs. Wahnita
168	Sayre, Pa.	Lewis, Mrs. Mary E.	Armstrong, Mrs. Jennie
169	Hamilton, Ont.	Todd, Mrs. Thos.	Cameron, Mrs. A.
171	Sapulpa, Okla.	Bassett, Mrs. Mabel	Smith, Mrs. Ella
172	Clinton, Ill.	Stegar, Mrs. Minnie	Dooley, Mrs. Anna
174	Macon, Ga.	Martin, Mrs. F. F.	Steed, Mrs. J. N.
175	Mena, Ark.	Wilcoxon, Mrs. Hattie	Allen, Mrs. Josie
177	Bluefield, W. Va.	Lyons, Mrs. E. M.	Johnston, Mrs. J. H.
178	Carbondale, Pa.	Miller, Mrs. Mary C.	Robbins, Mrs. Nellie R.
179	Pitcairn, Pa.	Martin, Mrs. Paul	Lingelbaugh, Mrs. A.
180	El Paso, Tex.	Graves, Mrs. Flora	Whitehead, Mrs. Ida M.
181	Shawnee, Okla.	Hays, Mrs. Bruce	Harrah, Mrs. W. H.
182	Shreveport, La.	Carens, Mrs. B.	Richner, Mrs. E.
183	Waterloo, Ia.	Kelley, Mrs. Mary	Cooley, Mrs. Anna
185	Pocatello, Idaho	Woodmansee, Mrs. Belle	Dolbeer, Mrs. Anna
186	Two Harbors, Minn.	Boston, Mrs. Bessie	Kain, Mrs. Mary
188	Hartford, Conn.	Wemett, Mrs. C.	Russell, Mrs. P.
189	Dennison, O.	Leggett, Mrs. T. B.	Bier, Mrs. A. M.
190	Joliet, Ill.	Sherwood, Mrs. Kittie	Laurence, Mrs. Mary
191	Kern, Calif.	Badger, Mrs. Georgia	Johnson, Mrs. Isabel
192	Breckenridge, Minn.	O'Kane, Mrs. Minnie	Martin, Mrs. Estella
193	Superior, Wis.	Follis, Mrs. Mary	Parkhill, Mrs. Mabel
195	Memphis, Tenn.	Middlebrook, Mrs. A. B.	Whitlow, Mrs. J. A.
196	Tamaqua, Pa.	Minier, Mrs. Margaret	Whitlow, Mrs. J. A.
197	Connellsville, Pa.	Dunlap, Mrs. Anna	Wardrop, Mrs. Amelia
199	Nashville, Tenn.	Adams, Mrs. G. M.	Bower, Mrs. Minnie
200	New York City, N. Y.		Miller, Mrs. C. B.
201	Moberly, Mo.	Martin, Mrs. A. W.	Carter, Mrs. R. L.
203	Hillsboro, Tex.	McKee, Mrs. Dora	Webb, Mrs. F. C.
207	Missoula, Mont.	Christy, Mrs. Mary E.	Yeager, Mrs. W. E.
208	San Bernardino, Calif.	Shuster, Mrs. E.	Mathews, Mrs. Alice
209	Salem, Ill.	Togler, Mrs. Essie	Whitney, Mrs. Lila
212	San Antonio, Tex.	Gillett, Mrs. H. C.	Martin, Mrs. C. W.
213	Hornell, N. Y.	Pratt, Mrs. Electa L.	Hartnett, Mrs. Wm.
214	Ashtabula, O.	Durey, Mrs. Julia	Hughes, Mrs. Letitia
216	Seattle, Wash.	Tieman, Mrs. R.	Hegeman, Mrs. Cora
220	New Haven, Conn.	Macfarlane, Mrs. J. C.	Ryan, Mrs. L.
221	Wichita, Kans.	Anderson, Mrs. Grace	Lathrope, Mrs. A.
222	Spokane, Wash.	Corwin, Mrs. Mary	Hollingsworth, Mrs. Nina
224	Columbia, S. C.	Reckham, Mrs. J. J.	Murphy, Mrs. E. L.
225	Bangor, Me.	McLean, Mrs. M.	Plaisted, Mrs. H. N.
226	Livingston, Mont.	Moyse, Mrs. Alice	Mjelde, Mrs. Mary
227	Richmond, Va.	Brooks, Mrs. S. J.	King, Mrs. C. T.
228	Providence, R. I.	Harrington, Mrs. B. F.	Martin, Mrs. C. F.

DIV.	LOCATION.	DELEGATE.	ALTERNATE.
229	Springfield, Mass.	Lockwood, Mrs. H. E.	Swain, Mrs. E. A.
230	Battle Creek, Mich.	Greyson, Mrs. C. K.	Wallworth, Mrs. H. G.
234	Roanoke, Va.	Karnes, Mrs. H. R.	Gregg, Mrs. T. A.
235	Carnegie, Pa.	Vail, Mrs. J. M.	Dougherty, Mrs. J. J.
236	New Castle, Pa.	Morrissey, Mrs. Susie	Saul, Mrs. Mary
237	Terre Haute, Ind.	Hanfin, Mrs. M. W.	Kerch, Mrs. C. E.
238	Lafayette, Ind.	Stimson, Mrs. Mary E.	Newton, Mrs. J. H.
239	Selma, Ala.	Burton, Mrs. W. H.	Edwards, Mrs. W. C.
242	Omaha, Nebr.	Carter, Mrs. Florence	Kohler, Mrs. Eva
243	Paducah, Ky.	Wesson, Mrs. Mamie	Lewis, Mrs. E.
244	Peru, Ind.	Ray, Mrs. Rosa	Cuppy, Mrs. Bessie
245	Wechawken, N. J.	Franklin, Mrs. T. B.	Mitchell, Mrs. H.
246	Chanute, Kans.	Lacy, Mrs. Ada	Lee, Mrs. Ida
247	Jersey City, N. J.	Boughner, Mrs. C. L.	County, Mrs. Wm.
249	Amarillo, Tex.	Nail, Mrs. M. E.	Smith, Mrs. Eli
250	New London, Conn.	Joseph, Mrs. R. C.	Buckley, Mrs. C. G.
252	Enderlin, N. D.	Tripp, Mrs. Lillian	Shaw, Mrs. Bertha
254	Villa Grove, Ill.	Cochran, Mrs. Sallie	Chase, Mrs. Hattie
255	Moncton, N. B.	Maloney, Mrs. Jas.	Sweetman, Mrs. Jas.
257	Mt. Carmel, Ill.	Hodges, Mrs. Maude	Bundy, Mrs. Nellie
259	Teague, Tex.	Galloway, Mrs. G. F.	Brown, Mrs. L. B.
260	Brookfield, Mo.	Ewing, Mrs. Louise	Madden, Mrs. Agnes
261	Proctor, Minn.	St. Cyr, Mrs. Helen	Wilcox, Mrs. Laura
262	Portsmouth, O.	Payne, Mrs. L. C.	Horn, Mrs. C. C.
264	Fitchburg, Mass.	Pearson, Mrs. Spencer	Rawles, Mrs. L. M.
265	Hillyard, Wash.	Steadman, Mrs. E.	Grady, Mrs. J.
266	Pittsburg, Pa.	Furick, Mrs. W.	Higgins, Mrs. P. T.
267	Los Angeles, Calif.	Jones, Mrs. Etta M.	Hartell, Mrs. J. E.
268	W. Bay City, Mich.	Chisolm, Mrs. Elmira	Richards, Mrs. Anna
300	San Francisco, Calif.	Edwards, Mrs. Florence	Murray, Mrs. Maude

### St. Paul, Minn.

The other day I was out in the back yard selecting a place for my pansy bed and the rays of the afternoon sun beat down so hard for a little while I went in the house to defer my selection to another and later day. Last night my son and I went a distance of eight blocks from home and were nearly lost in a blizzard, which resembled, in point of intensity and spirit, some of the mid-winter storms of North Dakota or Montana. Such is the uncertain changeableness of a Minnesota climate, but today, although the thermometer registers several degrees below zero, the walks have been cleared and we are enjoying to the utmost the exhilarating effects of this glorious climate. Our climate, you see, at this time of year is almost as uncertain as a trainman's job—here today and some one else in our places tomorrow—but then, when the whole matter is sifted down fine, what is life, anyway, but a great uncertainty? Hasn't some great man (was it Demosthenes, Cicero, or Hasey, of Division 40?) said "there was nothing sure in this world but death and taxes?" I can't, this minute, call to mind the true author of the saying. I have been very favorably impressed with the sentiments of the correspondent of Division 40. His ideas are worthy the deepest consideration of all members of the Order.

The new year has brought with it the usual determination to begin life anew—start out with good resolutions and endeavor to make as much as possible of our opportunities to better ourselves and those with whom we are associated. I wonder if we stop to think, always, of the beautiful

principles of our Order. If they were practised by us, how beautiful to ourselves and to others could our lives be made.

We are glad to welcome back to the Division Sister Simpson, who kindly consented to be our vice-president this year. Her deep sorrow in parting with both of her sons was a cross almost too heavy to bear, but we hope the keen grief may be partially forgotten when administering to the comfort and happiness of others in her work in the Division room and out among the members.

Our president, Sister Gilboy, has shown her unselfish loyalty to the cause of progress by accepting, rather reluctantly, the presidency for another year, and we trust that this year's efforts will be fruitful of progress, peace and prosperity along all lines.

We mourn with Sister Mordaunt over the loss of her beautiful four year old daughter. Gladys was a little angel, come to stay only a brief period with her family, but as she laid in her bed of fragrant flowers and her baby robe of spotless purity, she seemed a real angel just waiting for God's command to come up higher. We trust Sister Mordaunt will be reconciled to her loss and come out among us soon again.

We had a pleasant little visit with Sister Sparrow in Minneapolis the other day. Sister Sparrow was a charter member of our Division and took her withdrawal to assist in organizing a Division in Livingston, Mont. We regret her ultimate departure for upper Canada, where she has purchased a section of land. We trust her stay in the dominion will bring happiness to herself and son, and we hope that she

will be able to assist in promoting the auxiliary work there.

We expect to initiate at our next meeting, with refreshments and the usual social hour. Our installation, with Sister Simpson as installing officer, assisted by Sisters Skiel and Shaw, was an enjoyable event.

We miss Sister Hauser, who was always good authority in parliamentary ruling; also our ex-president, Sister Quinn, who brought life to the Auxiliary. We are glad to welcome Sister Glass, of Laurel Division, Breckenridge, with us.

On the stormiest day of the year Sister Montgomery, assisted by Sisters Houlihan and McGiven, entertained at cards, and despite the inclement weather there was a good crowd and an exceedingly good time. Our secretary will represent the Division as delegate. Godspeed and love to all.

MRS. JOHN C. MCCALL.

### Cheyenne, Wyo.

We have had our election of officers, and on the afternoon of installation served refreshments in the hall and had a social time.

The O. R. C. and Auxiliary have, for the last year, met in adjoining halls at the same hour, and once a month the Auxiliary served a lunch at which the O. R. C. joined us immediately after lodge closed. We all enjoyed it very much and looked forward to the pleasant meetings with the brothers and sisters.

We have also organized a social club called the "Carnation Club," which meets once a month. But we intend, from now on, to have a dime social once a month to help our treasury, for we expect to go deeply into our strong box when our delegate goes to Boston next May.

Sister Matthews presented Division 31 with a handsome and much needed "kneeling cushion" at our last meeting. We extended our thanks as a body, but I think the senior sister has the most reason to be thankful.

New members have been scarce the last year, but we are expecting to do better this year. There is nothing like hope.

MRS. D. M. CARLEY.

### Chicago, Ill.

White City Division 100 had a very enjoyable time at their thirteenth anniversary. We met on the nineteenth floor of the Masonic Temple, at noon, for our banquet. The tables were prettily arranged, our colors being used in the decorations. Our ribbons were hung from the chandeliers, reaching to the corners of the table and terminating in bows. The sisters had responded in their usual generous manner to the call for contributions and the tables

were certainly well filled. All the officers wore white and served as the committee. Our vice-president acted as toastmistress. Our president gave us a brief history of our Division during the past thirteen years. Sister Ashman's words to the old members were very good indeed, as were also Sister Pinney's to the new members. Sister Coates gave us her thirteen wishes, and Sister Broderick read an original poem, "Our Division," after which Sister Bryant, in behalf of the Division, presented our president with a silk petticoat. We afterwards went to the eighteenth floor for our regular meeting.

After the Division had been duly opened, Sister Sewell requested all the charter members present to step to the front, and, somewhat to our surprise, there were just thirteen present. We also gave our drill.

For good reasons, we did not hold our installation of officers until January 19. Though not exactly public, we invited the wives of all O. R. C. members, whether members of the L. A. to O. R. C. or not. We had with us our grand president. Sister Hollingsworth acted as grand marshal. Bouquets were given to the grand president, grand marshal and our president.

I wonder if all the sisters enjoy the conductor's Journal as much as I do. It is the next best to "hearing from home" to read the letters from the sisters. There was one last month that while it recalled the only really homesick days of my life, I was very glad to read, as it located friends of whom we have often thought and spoken. Best wishes to all.

MRS. ALICE E. COATES.

### Suffern, N. Y.

Fern Leaf Division 247 commences the third year of its career and we are still very much alive, although small in numbers and holding our own. We expect to initiate two candidates at our next meeting, so you see we are growing.

On December 20, we held a joint installation with O. R. C. Division 490 and had a very enjoyable time. We are indebted to our good brothers for this pleasure. We like the idea of a joint installation; it seems to promote sociability and has a strong tendency to bring together the wives of conductors who are not members, and adds new members to our lists. The installing officers were Past Chief Boughner of 490, and Sister Emmet, president of Franklin Division 245. After installation our retiring president was presented with a beautiful piece of cut glass, which was very much appreciated.

We are very much pleased to say that our retiring secretary, who has been very sick for the past three months, is slowly but surely gaining. We are holding monthly

dime socials. We also have a dark horse, also a penny for the pass word. In November we held a dance at which the brothers of 490 joined us and gave their share of the proceeds (\$52.00) over to our treasury, and at the same time Sister Chas. Doty raffled off a fruit plate which added \$7.00 more, so you see we are a band of willing workers, aiming to make this year the best of all; to do this we must have a good attendance and be interested. Now, Sisters, turn out and let each member make it her duty to attend every meeting, as experience has taught us that united we stand firm, and divided we fall.

Some of us had the pleasure of attending the installation of Ivy Leaf Division 52. Sister Boughner, of Fern Leaf Division 247, had the honor of installing the officers of that Division, whose members are good entertainers, and we shall want to go again. We will be very much pleased to have members of other Divisions visit us on the second and fourth Wednesdays of every month.

MRS. C. L. BOUGHNER.

### Joliet, Ill.

Diamond Division 190 is beginning the new year under very favorable conditions. With a few new officers, prospects of some new members, and a neat sum in our treasury, we feel encouraged, although it has been "dark before the dawn" with us for some time past.

Sister Moore visited us in December, and I feel that I can speak for all the sisters in saying that we were greatly benefited by her visit and wish she could be with us often.

We served lunch after our last meeting. Sister Lenert, in honor of our president, presented some lovely brick ice cream.

"Better to hope though the clouds hang low,  
And to keep the eye still lifted,  
For the bright blue sky will soon peep  
through

When the anxious clouds are lifted."

FRANCES E. HARTONG.

### Cedar Rapids, Iowa

We have just passed a very profitable year and hope this year will be our banner year. Our election and installation passed nicely and the new officers are doing fine. I hope each one will work for the good of the Order. It is a duty that every sister owes to her Division to attend meetings and make them a success. I am sure that two afternoons each month is not hard on any one. Don't say, "they can get along without me today," but say, "I must go, they need me." Yes, if each sister will bring in one new member this year that will give us a good membership.

We had a number of social gatherings last year, one being a banquet to the conductor's wives that are eligible to membership.

November 28 being the thirtieth wedding anniversary of myself and better half, we were happily surprised by our friends (members of the O. R. C. and Auxiliary.) A number of tokens of friendship and remembrances were presented, and they brought their baskets filled with good things for a picnic supper, and a good time was enjoyed by all.

As we were about to close our work for 1908, our circle was once more broken by the death of our beloved sister, T. B. Watson, who passed away December 28. Sister Watson, for a few years, was secretary-treasurer of the railroad men's home at Highland Park, Ill., but on account of the poor health of her husband, she gave up the Home to care for him the short time he was spared to her. A few months later her daughter and only child passed away, and since her daughter's death she has been in very poor health. Sister Watson was a worker for her Division in every way when she was well, and was the one to secure our Division. She will be missed by all, but we must not wish her back, for it has long been her prayer to be with her loved ones in the better world. How lovely it was that she was ready and waiting to be called home. I wish for all a happy, prosperous year.

MRS. A. DAYTON.

### Aurora, Ill.

Aurora Division 97 held its annual election, and the same officers were elected for 1909 who so ably served us the past year. January 14, after an elaborate dinner, we held installation and we certainly have begun the new year encouragingly, both socially and financially. We had a visitor that day—Sister Traye's little grandson from Philadelphia. We mothers enjoyed his visit very much.

Sisters, whenever you are in Aurora, don't forget to call on us. We are always glad to welcome a visiting sister to our Division and in our homes. Our good wishes and success to all our sister Auxiliaries.

MRS. F. B. KEISER.

### St. Louis, Mo.

Our motto is Charity, Truth, Friendship. We have pledged ourselves to work in willing service for the conductors and their families. What have we done for them? What are we doing for them now, for their widows and orphans? We hear and see daily the wants and sufferings of those who have met death, and left their helpless loved ones to struggle alone. Is it not high time that we were planning or devis-

ing some means towards erecting a home for our afflicted, crippled and aged brothers and their families, and where their orphans may be educated?

We have trainmen in service from coast to coast, from Mexico to Canada, which means thousands of men. If four orders, O. R. C., B. R. T., B. L. E. and B. of L. F. & E., would unite in this matter, with the assistance of their auxiliaries, we feel confident that they would be able to sustain a home in comfortable running condition, on the order of a Masonic home. Now is the time to build a home. We know that the Railway Y. M. C. A. has been helped by the different railway companies, and many substantial donations have been made to them by such charitable individuals as Miss Helen Gould, Mrs. Russell Sage, Mrs. S. H. H. Clark and many others, and it seems very probable that we could interest these and many others like them in this enterprise and we have no doubt they would be glad to render us valuable assistance in such a noble work.

Sisters, let us take this matter in hand at once. Nothing was ever perfected without it had a beginning, and the sooner we commence the better.

ST. LOUIS DIVISION II.

### Teague, Texas

It gives me a great deal of pleasure to read some of the bright, sunny articles written by your able correspondents.

Madge Sewell Lodge has just closed the first year of her existence. We organized with fifteen members and during the year six more were admitted to membership. Our attendance during the year has been very good, but I believe we have yet room in the lodge for more. I hope and predict a better attendance this year. Our meetings have been very enjoyable and instructive and those attending regularly have learned the lesson well. We are new in this world, small in numbers, but the happiest little bunch you have ever met. This country cannot be compared with the frozen north; today it is pleasant out of doors; no wraps needed, and I can step into the yard and pick a rose in full bloom to pin on a friend. Take this great state altogether and I think it the grandest country under Heaven; a state that somewhere within her great confines can be found a climate beneficial to every disease known to human flesh; a state that raises everything that is produced in the frozen north, and at the same time you can get all the fruits grown here that are known to the tropics of the south. The highest livers in the land can load their tables every day in the year with all the staples, vegetables and fruits known to North America, and all of it the product of Texas soil. Then

you can step into the yard and pick a bouquet of roses with which to adorn your table. Then tell me you love the frozen north! Not me.

At the first meeting in December we held our annual election of officers. After installation exercises we gave a supper, to which the conductors were all invited, and a few of our friends. I am sorry to say that we did not have the pleasure of the company of as many of our brothers as I would like to have had. We had a delightful time, and all enjoyed themselves immensely. The table was loaded with good things to eat and adorned with beautiful bouquets of roses, and with all the southern, sunny, smiling faces gathered around, made a grand sight and one long to be remembered by all present. After supper we had a talk by Rev. Jacquiso, of the Christian church, and one by R. J. Sloat, of the O. R. C., both of which were instructive and highly appreciated. All departed for home about 11 p. m. feeling happy.

MRS. V. A. JACKSON.

### Martinsburg, W. Va.

Division 77 is still alive and holding their regular meetings with a fair attendance, but not as large as it should be. Many sisters who are seldom seen in the Division room seem to think that all that is necessary is to be a member and pay their dues. Now, sisters, the Order is just what the individual member helps to make it and if it is worth belonging to it should certainly have their presence when it is possible to attend meetings and their help to make it successful and interesting.

One of our new sisters has introduced a "guess box." Each member pays five cents a guess and the lucky one brings the next box. We have been very successful so far and hope to realize a neat sum for social purposes. Our Division has had its election and installation of officers and are now ready to begin another year's work, which we hope will be a very successful one. I hope every member will make it a self-imposed duty to be present at all the meetings and may the tie that now binds us be made even stronger than before.

MRS. J. W. HIPSEY.

### Minneapolis, Minn.

Flour City Division 101 held its election of officers on December 10, a goodly number being present. A public installation was held, Sister Carroll acting as installing officer, and Sister McGuir as grand marshal, and both are to be congratulated on their splendid work. After the officers were installed we marched to the dining room where a banquet was served that all will remember. Speeches were made by Broth-

ers Langan, Raymond and Kyte, and our retiring president, Sister Langan. We were glad to have Sister Woodruff with us after her long illness. Sister Weyner has been obliged to leave for a milder climate, but we are glad to report Sister Weyner improving and we expect to have her with us again soon. Sister Steeper was obliged to leave us last fall and move to Canada, although she is still a member, but what was our loss was Sister Steeper's gain, as Brother Steeper has been made assistant superintendent of the Grand Trunk Pacific.

On January 27 a pleasant surprise party was given our past president. The sisters went in a body to Sister Langan's home, and it was a complete surprise. Cards were played during the afternoon and lunch was served at five o'clock. Sister Little, in a few well chosen words, presented Sister Langan with a leather traveling case from the Division that she so ably presided over for a number of years.

MRS. E. J. HIGBER.

### Battle Creek, Mich.

One of the most important events which I have to chronicle is our public installation, held on January 15 in the B. of L. E. club rooms. On this occasion it was our great privilege to have with us our grand president, Sister Moore. In the afternoon the regular business session was held, at which initiation took place. At seven o'clock we served a chicken pie and oyster supper to the members of Battle Creek Division 6 and their families. After this feature had been duly disposed of, Sister Moore, in her most impressive manner, with Sister Harck, our district deputy, acting as grand marshal, installed the officers for the ensuing year. Sister Moore then gave us a beneficial talk, full of grand ideas, which, if carried out by us, would make our auxiliary successful. Following this, Brother M. H. Chadwick presented Sisters Moore and Harck with exquisite cut glass salad dishes on behalf of Battle Creek Division 6, who responded with neat speeches, expressing their appreciation of these tokens—Sister Moore remarking that she would always see the faces of the givers reflected in the shining crystal. Our brothers favored us with witty speeches, which were received with much applause.

Sisters Moore and Harck consented to stay another day with us, so a special meeting was called, at which we received valuable instruction in our work. We considered ourselves very fortunate in having this exceptional and grand opportunity.

Everything bespeaks prosperity for our auxiliary the coming year. If each one would do just a little, what a great power we would be. If every member considered what a help their presence in the Division room was, they would not let trivial mat-

ters hinder them. It could be said of our past president and our retiring vice-president, that unless sickness prevented, they were always at their posts of duty. Our secretary and treasurer, who has served us since we were organized, has never been found any place except at her desk on meeting days.

Mrs. George Fisher, mother of Sister Keene, our new member, entertained the members of Battle Creek Division 230 and their husbands in honor of her daughter. The evening was pleasantly spent in playing pedro, after which the hostess served light refreshments.

On November 20, after our regular business meeting, we had a social tea. As we were about to leave, Sister McMurray asked our attention, and to my surprise, presented me, on behalf of Battle Creek Division 230, a beautiful silver spoon, engraved L. A. to O. R. C. It was impossible for me to express my thanks in words, but I believe the sisters all understood my full appreciation of their gift.

Brother Jelly met with an accident at South Bend and sustained serious injuries, but is now convalescent. A complete surprise was perpetrated on him by the sisters, accompanied by their husbands. The evening was spent in sociability and cards, interrupted by a delicious luncheon, served by Sister Jelly. The good cheer let by the sisters and brothers will be long remembered by Brother Jelly. Brother Maynard has been on the sick list for the last few weeks, but is now able to be out.

MRS. H. G. WALWORTH.

### Bluefield, W. Va.

Division 177 launches out into the new year with bright prospects. We have an earnest and efficient corps of officers this year, and with the assistance of such a loyal set of members, the Division surely will prosper. The attendance during the winter has been very good, but a few of the sisters still fail to come. We would be glad to see them all out. At our last meeting, quite a number were present and to our surprise, Sister Bennett treated us to delightful home-made candy in honor of the new officers.

On January 13, Sister Franier, of Roanoke Division, visited us. What a pleasure it is to have visitors when we least expect them.

December 23, one of our good sisters presented each of the ladies a handsome present. I am sure all who were not there were sorry they missed that meeting.

Our social on December 31 was a most enjoyable one and pronounced by all a success. It was given in honor of Roanoke Divisions 234, 210 and Bluefield Division 324. The Oh Why degree was given, and quite a number of the conductors were pres-

ent and expressed themselves well satisfied. An elegant supper was served in the hall; also home-made candy was served during the evening. After the business part of the evening was over, a beautiful silver waiter was presented to Mrs. Hutten for her zealous and efficient work for the Division.

We are planning a social evening the 19th and anticipate a delightful time. Some of our sisters have been kept away from the meetings on account of sickness. Two of our members have our sympathy in their loss of relatives.

We are just starting in on another year and how many of us feel that we are just a little selfish; unkind, inconsiderate of others, living only for self, denying ourselves nothing that would so much help others? We should be kind and considerate, extending a helping hand to others and giving a cheerful smile or an encouraging word. It is so little for us to do and how it smooths the rough places in a dreary pathway. Only those who have experienced it can tell. Where there is interest and energy and hearty co-operation, there is no such thing as failure. Let us ever bear in mind our beautiful motto that it may sink deeper into our hearts so that we may cultivate a more sisterly feeling towards each other. Let us ever be ready to visit the sick and extend a helping hand to those who are in distress. May happiness and success attend every member of our noble Order and may we all be united into one circle of friendship never to be broken.

MRS. J. HARVE JOHNSTON.

### Baltimore, Md.

We have had our annual election of officers, and with a clear track and the table clean we expect to have a bright and prosperous year and shall try to excel last year with more new members, although last year has a good record.

We have been having a little social time along with our work. In November we celebrated our thirteenth anniversary by holding a theatre party, after which a banquet supper was served. The ladies brought their husbands with them and we had a very good attendance.

In January we gave a surprise party to one of our sisters and spent a very pleasant evening.

At our installation of officers we had a little lunch to which ample justice was done by all present.

And now, if each sister would just learn the use and blessing of the word "harmony," I think all would feel the happier. When we come into our Division room we want to leave our cares at home, and yet this does not mean that we should go back to our care-free childhood days and censure a sister for every mistake she makes. I

am not censuring any one sister nor any one Division, but all members of our noble Order should link hand in hand and let Charity, Truth and Friendship flow freely for one another.

We are at home to any of our sisters the first and third Thursday of each month and you will always find a hearty welcome.

BALTIMORE.

### Bloomington, Ill.

One more year has rolled around in our career and one more rose added to our crown (we hope.) Election and installation of officers has come and gone and we have only the memory of a spread and some very appropriate toasts. Sister Partridge, in particular, gave us a toast which was original and touched on each officer and member of Division 66, and it was a gem. We hope our present president will have the same success as our successful past president, who has been in the chair for eight years, and I can truthfully say she was always serene, always ruling in a manner befitting her station and letting the question be settled by a majority rule. In remembrance of the esteem in which she is held by us, the members of Division 66 presented her with a gold pin, an emblem of the Order. Sister Brough made the presentation in a few well chosen words, but I must say they were with tearful eyes that Sister Partridge responded.

This Division has had a very successful year in many ways, not by gaining very many new members, but as this period past has been a year of panic and money famine we hope 1909 will be brighter in this one respect.

We have lost one member, who died in October, but our loss was Heaven's gain. Since then we have been very fortunate, all enjoying the best of health and able to attend all regular meetings of the Division. The success of the Division, be it great or small, is in interest manifested by each and every member. No officer can make the Division a success without the helping hand of all the members. The hands of your president are tied if you do not come to the meetings and show your good will. You have put her in this honorable position and should stand by her and do your best to make 1909 one of the best in the history of the Auxiliary.

This is convention year and your delegate should have full instructions of what you consider best for the further development of the Order. If one were to judge from the tone of the letters from some of our brothers, they will certainly do something besides talk this year, and if they don't the Journal will be the battle ground for two years to come.

Division 66 can boast of an insurance agent now.

We have received an invitation to the annual installation and banquet of Division 87, which we will accept—if we have no other engagement.

We had the pleasure of accompanying District Deputy Sister Partridge to Clinton, Ill., recently and attending regular Division meeting there. Daylight Special has very wide awake members and quite up to date.

"If"—and oh, that's a big word—each member of the Ladies Auxiliary to the O. R. C. would just try to get two members this year (and we want good, energetic women), just think how this Order would grow, and in time to come we could boast of being the most noble and inspiring women's order in the land. Our beneficiary department is up to date, so what would be lacking, pray? 'Tis so true and yet sad we don't get much encouragement from the brothers as an Order, but pshaw! we are independent and strong enough to battle for ourselves. Nevertheless, we are banded together for the improvement of the O. R. C., and, my good brothers, we are here to stay, and if your good wife is not an O. R. C. lady she don't know what she is missing. Wishing all a prosperous year, I am yours for C. T. F.

MRS. T. B. FOSTER.

### Peoria, Ill.

Our election of officers in Division 122 is over and past and they have all gone to work with a will, and if the others do their part, there will be no complaint.

We have been entertained by several sisters at their homes since the first of the year, and at each place all present have thoroughly enjoyed themselves.

We are glad to see Brother and Sister W. C. Maxwell again in our city.

There is quite a little sickness among our sisters and their families. We hope all will speedily recover their health.

VALLIE HALL.

### Nashville, Tenn.

La Rue Division 199 is still in existence, and though a little late, extends greetings for a prosperous new year to all sister Divisions. While the past year was served under the discipline of a splendid corps of officers, and we enjoyed good meetings, at the same time we were not overworked when it came to initiations. We hope this coming year (under our new officers that have lately been installed) to have a more prosperous year, adding new ones to our rank and arousing a few of the "Rip Van Winkles" and bring them out to our meetings. To awaken an interest the Division has been divided into two sides, the red and green, the side having the largest attendance at the end of a specified time to

be banqueted by the other side. Next Thursday afternoon a dime social is scheduled at Sister Moody's home. Hope the sisters will all come out and help swell the "collection basket," and I'll advise all to attend for I've been informed it costs twenty-five cents if you fail to appear. Has any Division introduced any features, such as literary, art, or the exchange and discussion of recipes, into the meetings, say at recess? If so, let us hear as to results, etc. Some sisters desire something aside from the general routine of business and we would like to hear from sister Divisions as to results if they have made any efforts along that line.

MRS. D. A. PITTMAN.

### Denver, Colo.

Denver Division 23 is lucky in having a fine set of officers to guide us through 1909, many of them our old reliables, found tried and true. We have had a most prosperous year, and the future looks equally bright. Our installation was preceded by a banquet, served by our quarterly committee, and that alone is sufficient compliment.

One of our sisters closed the social part of the year by inviting some of us to a most sumptuous dinner, at her home. Her good husband, always willing to be of assistance to her, surprised her and her guests by sending an immense bouquet of red carnations, which formed a most effective centerpiece for the table.

Two of our sisters have had a prolonged sojourn in the hospital. One of them underwent an operation, and the other met with a serious accident by being thrown from a street car, and is suffering from a broken hip bone. Both are improving and we earnestly hope to see them with us soon again. Division 44, O. R. C. is certainly treating us lovely, remembering us with greetings for the new year, announcing us in their folders, and also sending flowers to our sick sisters in the hospital. Such little courtesies as these is what seals the bond of friendship, for flowers are the handiwork of the Creator. Somehow it makes us all feel better when we try to radiate the sunshine from those of us who are not called upon to suffer. Selfishness is fast becoming a dominant factor in our land, and but for the strengthening influence of our Order we, too, might fall.

A brother and sister have moved to Brighton, and they say they think it a much larger place than Denver.

I have just been looking over the January CONDUCTOR, and I like Sister Alvin B. Cole's letter very much. Broad-minded people have always appealed to us. We think with her, that the letters and poetry in the CONDUCTOR are of particular interest to a certain class of people, and that particular class is us. So to the writers we say, "well done."

We might all go on and write what would seem to others more sensible, and thereby precipitate a controversy.

As the correspondent of Division 23, we received a flattering compliment from Brother Cronkrite, of Division 44, in the December CONDUCTOR. Many thanks, brother. Wishing every member of the O. R. C. and Auxiliary a happy and prosperous new year, sincerely,

MRS. E. C. GILMORE.

### Memphis, Tenn.

The sisters of Division 195 are looking forward to quite an increase in our membership this spring, and if every sister will make it her business to personally secure at least one member, our Division will take on new life and it will be some incentive to our efficient officers to meet with a good attendance and everybody will take an enthusiastic interest in the work. While our membership is small at present, numerically speaking, the Division is not lacking in good workers and no one could ask for any more loyal sisters than the few faithful ones we now have.

We are all glad to congratulate Sister D. Cunningham on her worthy husband's appointment to the position of assistant trainmaster on the Illinois Central, north.

We regret to lose Sister Roberts, who has moved to Paducah, Ky., and commend her to the sisters of that city. She was a faithful member and will be missed from our little circle, and our best wishes follow her to her new home.

We ought to have the banner Division south of the Ohio river at Memphis. On the Yazoo and Mississippi Valley we have nearly 100 O. R. C. conductors, while the Auxiliary has a membership (from among the wives of men employed on that line) of only two members; so it seems all the conductors are either single or widowers.

On Tuesday, February 16, the Division gave a euchre party at the Odd Fellows' hall. A good crowd was present and quite a neat sum was realized. Several of the O. R. C. brothers were present and assisted us in making the event a decided success. We wish all the sisters and their families good health and prosperity for the coming year.

MRS. V. R. BYRD.

### New Haven, Conn.

Elm City Division 317 has lost four of its members since last August, and on January 27 the accident that befell Brother M. G. McDonough and resulted in his death a few hours later, has brought deep sorrow to all the members. He was terribly injured at Winsted by his own train, and while he lay in pain he directed his brakemen in the work of extricating him. No

soldier on the field of battle, no hero that went to make history great in the glory of their work could have been braver in the face of approaching death. Such men as he help to make the world better by their goodness and the good they have done to their fellow men. His grief-stricken wife has the entire sympathy of Division 317, and of East Rock Division 220, L. A., of which she was a charter member.

LOUISE B. FLANNIGAN.

### Ottumwa, Iowa

Gloria Division 38 closed the year by a joint installation of the officers for the coming year, Mrs. Yetts installing the ladies and A. W. Bell installing the men of Wapello Division. Both did the work efficiently, and the charges to the different officers were more impressive because of the presence of many listeners.

It was a noticeable fact that the men, with their important business, have many less officers to carry on the work than the Auxiliary has. We have nearly enough officers for a good sized Division without any floor members at all, though no more than needed. The work is unmistakably fine, and ought to make any Division a great factor for good in the circle in which its members move. We believe the obligations and the ritual work in general is gradually moulding for good the members of the L. A. to O. R. C. and the O. R. C. Some of us require a good deal of moulding, it is true, and some of the corners of our nature will persist in staying corners, but the good is not accountable for our failure; that is surely true.

The influence for good or bad on the individual is so marked that we become accountable for the manner in which we allow our public gatherings to be carried on. Even a small social gathering must invariably become a source of uplift, or turn the scale the other way. It is not always the jolliest time that proves the most profitable; neither is the smoothest way always the most progressive. I think it does us good to remember it is often the hard climbing that takes us sooner to the top of the hill. While courtesy to another's opinion might move us to withhold ours, if we differ, yet in any matter of importance it is but justice to all concerned that we be frank and open as to our convictions; but to be frank and yet kind is a gift not belonging to all. This being quite necessary, is sometimes the hardest climb of all.

There are many capable ones who deserve mention; the ones going out of office and the new capable ones coming in, and especially some of these and others who have been first at the hall and last away, performing the little and big duties which are sure to always fall on the shoulders of a faithful few.

Sister O'Brien died very suddenly this morning, leaving a husband, little daughter of three years, and an infant daughter a few hours old. Stricken dumb, to whom can we go for understanding and comfort but to God, who gave and who taketh away? To this same Father we commend Brother O'Brien and his precious charge. We ask for grace to know that

"He who marks the sparrow's fall,  
Still holds us in His care."

NETTIE D. HAHN.

### McKees Rocks, Pa.

Division 96 is meeting regularly and serving lunch every first Thursday of the month, and we are always pleased to have visitors with us.

We spent a very pleasant and instructive time at Carnegie during our school of instruction, and received a number of new pointers from our grand president.

We are in a very prosperous condition. The annual ball and supper, held in union with Division 201, rendered us a neat sum; and socially we have been doing fine.

In addition to the pleasant evening at the hall and two days at Carnegie, our greatest time was the celebration of the twelfth anniversary of Olive Branch Division 96 at Fraternal hall on May 28, when we proceeded to bestow the Oh Why degree on about twenty victims and sending them forth with full confidence as to their behavior in the future. After the candidates fully recovered, our president, in a short address, welcomed all present. Several brothers and sisters responded to the call for speeches, among them Brother Boate, who, after a few words of praise for our organizations, presented us, in behalf of Division 201, with a set of beautiful officers' badges, also an altar stool, from Brother Cooper. We needed the badges and appreciate them, but we also appreciate the kind thought that gave them to us. Is it not pleasant to be told we are a help to the brothers, and that our every effort is regarded as such? Let us work for the future upbuilding of our auxiliaries until we stand on a pinnacle so firm that the troubled words of time cannot sway us. Let us, by our acts of love and kindness, so ingratiate ourselves to the members of the brother Divisions that they will feel the need of our help on every occasion, and that those whose wives are among our members will be proud of it and those whose wives are not members at present will urge them to join our circle and help with the good work that is ever before us.

Some of our members have visited the sister Divisions in the near vicinity and always reported a good time. I think the visiting back and forth a fine idea; it rouses

our ambition and makes us want to be a little more perfect in our work.

We have had several candidates lately, but all has not been pleasure the past year.

Sister Schofield moved to Youngstown, and although we realize our loss is their gain, yet we regret to lose a faithful worker, such as she has always been.

Death has entered our circle twice and each time left a husband to mourn alone. We went in a body to give what little comfort we could to Brother Kane in his sad bereavement. Brother Roberts' home was so far away we could do nothing more than send flowers and words of sympathy. Our hearts ache for Sister Wagner, whose husband was taken away suddenly January 29. Cold words of sympathy seem a small comfort for this sister and her four little children, one little girl who arrived while the father lay cold in death in the room below. He who promises to be a Father to the fatherless alone can comfort her.

The new officers have been duly elected and installed for this year.

SUBSTITUTE.

### Altoona, Pa.

On January 7, Lakemont Division 88, L. A. to O. R. C., had installation of officers for the ensuing year, and the following Friday held a reception in honor of our past president, who was such a pleasant sister, always there to fill her chair and working for the good of the Order. The Division presented Mrs. McCormick with a pin, an emblem of our Order.

As this is the beginning of a new year, let us try and work together and see what we can do for 1909.

Our Division has moved into its new home and hope that the sisters will find it a pleasant place.

We held a sock social on February 19, and served ice cream, cake and coffee. We had music, and Sister Speiker's daughter sang, and had other amusements. All present spent a very pleasant evening.

MRS. A. C. AURANDT.

### Syracuse, N. Y.

Division 143 is still living and doing work. We have installed our officers for the new year, Sister Barnes acting as installing officer, assisted by Sister Leo as grand marshal. We have had two very sociable evenings with Sister Leo, the first being her fifteenth wedding anniversary, and the second was an auction and card party, which benefited us very nicely. We are looking forward to our ninth anniversary under the supervision of Sister Hanly. We have several candidates for initiation and more in the field.

HATTIE SERVIS.

# The Order

This Department is a Forum in which the members can discuss matters of interest to our Order and its members. The editor does not assume responsibility for the ideas expressed by the correspondents to this Department. Personalities, intolerant expressions, detailed descriptions of entertainments or funerals, lists of committees, and matters of purely local interest can not be used. News and communications upon matters of general interest are cordially invited. Write on one side of paper only. No communication will appear unless the name of the author is furnished us. Communications for this Department should be in this office not later than the 15th of the month for use in the following month.

## Kansas City, Mo.

Soon the Grand Division will meet in Boston to revise and amend our laws as it may deem necessary, also decide what changes we will make, if any.

As the railroad question has come to be a burning one and is subordinate in importance to no other, we, as conductors, through our organization, have an important part to perform in the solution of this question.

After many years of persistent effort and struggles we have become a united body, unselfish and willing to co-operate that all may be benefited, but there seems to be a desire on the part of quite a number of the brothers to reduce expenses, and why this is necessary I do not fully understand. I believe our grand dues are reasonable enough, and I know of no one complaining of being burdened by that expense. Neither is there any deficiency in any of the different funds of the Order and we seem to have money enough to meet all expenses, which should not be otherwise.

I am opposed to system or district representation, for the reason that it has a tendency to cheapen the Order, and if we are to increase the usefulness of the Order and extend its influences for good results it will never be accomplished through cheapness; for the good things of this world do not come via the cheap route; they never have and they never will.

I believe the features that make the Order the grand success it now is, are the expensive ones, "the insurance and grievance committee;" leave these out and you eliminate nearly all the expenses connected with the Order and the rest would not be worth anything.

It seems to be a fact that the average member will have so little to do with making the laws or shaping the policy of the Order that he will lose all interest in the Order and neglect to attend the Division meetings for the very reason that he has been placed where he is not a factor in the management of our Order, and in a short time the result will be that we will have an army of all officers and no soldiers, therefore a victory would be impossible with such an army.

I believe we should have the large and small, old and young and the weak and

strong conductor all pulling together for a noble purpose, and if we do this, our success is assured. On the other hand, if only a few wise ones are to come to the front and say, "only those in my class can enter this struggle," we are sure to meet defeat. Now let us do all we can to encourage every conductor to become an active member. Let us all do a little to push the good work along and with a united effort we will push on to a higher and better plane. A few bosses and a one-man power for a short time and we will be on the downward turn, but if we will work earnestly and actively we will go upward to a higher and nobler life.

The good friend that I am now looking for is the one that can teach me how to make money, and not how to save it, for the saving part will be easy enough if I can make it.

Some of the brothers seem to be imbued with the ideas of the so-called reform politicians and statesmen, who think the income of railroads is too much and should be reduced; therefore, they legislate along these lines, and the railroads, in order to keep the wheels of commerce turning, will have to reduce the wages of the conductor, and in that way we will soon have everything on a cheap basis. For my part I would increase the cost for the purpose of taking care of the old conductor, for if he is ever taken care of he will have to take care of himself through the Order of Railway Conductors, and I believe he should have a pension without the feature of charity. Let him butt in and pay for it and it will be his. By increasing the cost two or three dollars a year to each member, we can pay those who are sixty-five years of age, and who have been members of the Order for twenty-five years, a pension of twenty-five dollars per month, as long as they live. This small sum will do a vast amount of good, and old age would not be approached with dread. The time will come when the old conductor will have to step aside and let his younger brother take his place. The fact that he is being forced into idleness by old age after years of active service without an income is not a pleasant thought, and twenty-five dollars a month will go a long ways toward making the pathway smooth for the old veterans. If any brother has anything better to offer

for the good of the Order, he will have my hearty support. I hope the next session of the Grand Division, soon to be held in Boston, will be the most successful ever held, and may all of those who attend have a royal good time and treasure pleasant memories of the same. C. PETTY.

### Caliente, Nev.

I should like to know who wrote the poem, "Judge Not," in your last issue. It is splendid—fine, indeed.

I also wish to voice my approval of Brothers Sughrua, Newton, Veritas, and others, whose ideas may slightly differ at times, but whose sole aim—"good of the Order"—makes sufficient. Also to congratulate THE RAILWAY CONDUCTOR staff on the strong upward trend and sensible views of the Journal; may the uplift continue.

A helping hand to the Protective Association of Brother Ross, some definite plan for old-age pensions, a more businesslike apportionment of Grand Division delegates, and some effort toward organization of Divisions, and preserving to our Order all of that great country in Central, South America and the West Indies, as suggested by "Panama," would be good subjects for this coming Grand Division to take up.

W. J. TIERNEY.

### Coeur d'Alene, Idaho

With your kind permission, I wish to say a word through your columns, as I never see anything from Division 285. No doubt every member of the Order desires to see it attain the highest standard of efficiency possible, and accomplish the most good to the greatest number, and perhaps most of us will differ some as to how these results may be obtained.

Some of the brothers have been discussing the problem of how to cut down the expense of Grand Division meetings. Now listen to me! I think our jurisdiction should be divided into states, or districts, and representatives, elected from these states, or districts, the same as congressmen are elected, and these representatives to compose our Grand Division. I think our grand officers should be nominated and elected by a popular vote of the entire membership. The representatives to canvass the vote for grand officers, declare who is elected, install them into office, convene Grand Division where headquarters are located, and get down to business. Every member of the body to be on deck eight hours every week day, and go to church on Sunday or show cause. No one shall be eligible to a grand office, or as a representative who uses intoxicating liquors, cigarettes, (and I, personally,

would include profane, vulgar, and obscene language). Now I hear them say he is an old crank, but I am not; ask my wife.

Of course, this proposition should be worked to a fine point to be thoroughly understood, but you will see that it is based on the same principle as our national government and primary election laws. Only we could conduct our elections through the United States mail, and if every member will study his CONDUCTOR he could be more familiar with the affairs of the Order than it is possible for the voters in state and national elections to be.

If this or some similar proposition was adopted, I'll bet that we could save sixty per cent of the present cost of Grand Division, and get better results to boot.

CHIEF KOOTENAI.

### Jamaica, L. I.

I notice, with great pleasure, that our brothers are awakening to the great injury that is being done them by the pernicious legislation in the various states, aimed at the railroads. Brothers, read and be warned by the very able letter of Brother Adien E. McGirr in the January CONDUCTOR. As he says, "read the handwriting on the wall," for it is there in large, very large letters. It is the most vital question before us today. Bring it up in your meetings. Appoint committees to wait upon your congressman, senator or assemblyman and call to their attention the fact that strikes at the railroads are strikes at us to be resented to the best of our ability. In cases of this kind we should get into politics and work and vote against the man who introduces or helps to pass a bill of this kind.

Now and then a bone (very rarely with even a sign of meat upon it) is thrown to us in the shape of a bill ostensibly to benefit us, which does us little, if any, good, yet puts the railroads to inconvenience and expense. This kind of legislation should be frowned upon. A large number of bills to benefit railroad employes have been introduced in the legislatures of various states, and a great many passed that were not worth the paper they were written upon nor were they intended to be.

It is getting to be the fashion for the several boroughs of the cities, to have a citizens' committee whose chief aim seems to be to concoct all sorts of schemes to harass the railroads in that vicinity, thereby showing what influential men they are and how desirable their property must be.

I believe that our headquarters should be located at Washington in a building of our own, such as proposed by Brother Jerdinsten. C. P. L.

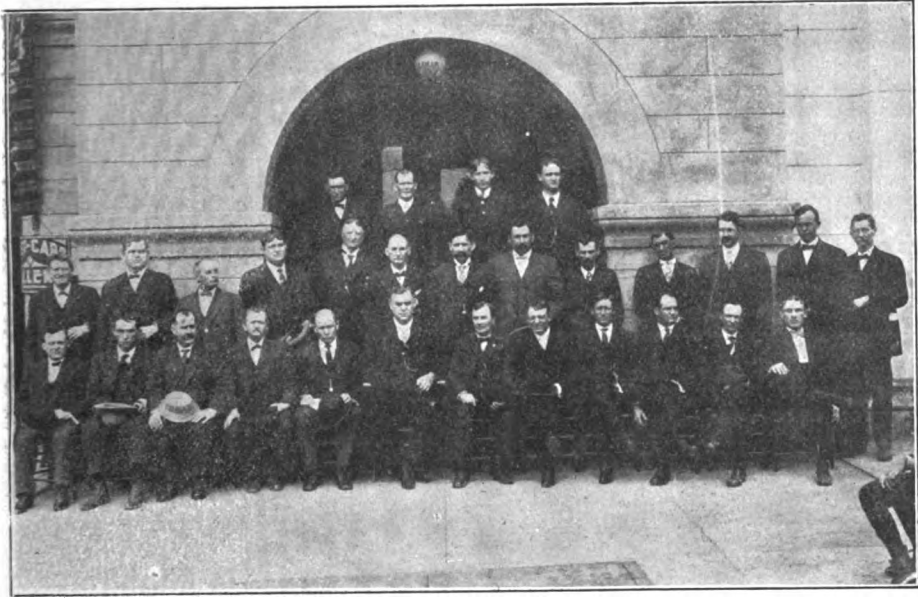
### Jackson, Miss.

Tim Jewett Division 543 was organized with twenty-three charter members on Sunday, January 10, by J. C. Turner, of Division 304, and the writer wishes to compliment him on the manner of organizing this Division. The many suggestions given by him, if lived up to, will make our Division prosper, and the brothers hope to have Brother Turner visit us often, and watch us grow.

All members of this Division know why it was named Tim Jewett, but those away from us do not know that our deceased

future will be watched by all our brothers. Our conditions are more favorable than those of any other Division in the state for the reason that Jackson is a railway center, the largest in the state, having five roads running out of here. We shall grow and more will join Division 543 as time goes on.

The New Orleans and Great Northern Railroad will soon enter the portals of our city, and enthusiasm will be instilled in the boys along and on that railroad, which will bring strength to this Division and help the cause. If we could get the Gulf and Ship Island members working and living in Jackson to transfer here instead of keeping



DIVISION 543, JACKSON, MISSISSIPPI

Bottom row, left to right—J. O. Wharton, R. L. Armistead, William Trafton, J. M. Prestridge, J. J. Riggan, J. C. Turner, E. D. Isom, H. Hughes, S. Sandidge, R. T. Porter, W. P. Calhoun, R. A. Haaf.  
 Second row, left to right—J. E. Bourne, P. D. Atherton, G. P. Dorsey, R. W. Rhyne, J. T. Savage, W. F. Harrell, W. N. Smith, J. A. Fulmer, J. S. Harrell, G. F. Jackson, J. L. Trueblood, E. S. Sharp, J. A. Webb.  
 Top row, left to right—W. O. Rea, C. A. Lynch, W. H. Fox, F. B. Vick.

brother, Tim Jewett, was for over thirty years in the service of the Illinois Central railroad; a man of grand character; a gentleman of birth, breeding and instinct; honorable; loved by all who knew him; faithful in the performance of his duties; ever watchful over the young man, and always correcting a young man's mistakes and guiding him right; in other words, a father to all the boys. "Though he rest, his memory still lives." Too much good can never be said about Col. Tim Jewett.

After the Division was instituted and all business finished, a splendid lunch was served which was relished by all, and everybody felt happy with the success; and our

their membership in Gulfport, it would help materially and advance our interest.  
 J. O. WHARTON.

### Denver, Colo.

In the September number of the CONDUCTOR there was an illustration of a membership card issued by Amboy Division 1, of the old Conductors Brotherhood, and as my name appears thereon as a member, perhaps I can throw some light on the time of its issue. I have a duplicate of this card in my possession which is now before me, and I cannot account for the absence of a date on it. I will say, however, that the card was

issued about 1872, certainly not later than 1874. Brothers of the great and noble Order of Railway Conductors, with 544 Divisions and 43,000 members, do you realize what we, of the Conductors' Brotherhood, had to contend with forty years ago? With only five or six Divisions, having a small number of members in each Division, and a large per cent of conductors afraid to join the Order for fear of dismissal by the railway companies, it was simply out of the question to get a committee from the Order to wait upon the railway officials to have a grievance adjusted. The case of a conductor discharged in the 60's or 70's was hopeless, no matter how trivial the offense, and the Order was powerless to aid him because of weakness and lack of unity. Brothers, everything has a beginning. When organized in 1868, the Conductors' Brotherhood was an infant; now, with a changed name and with the "non-striking clause" eliminated, it has grown to be a giant and a power to be recognized by railway magnates. Now, men are not afraid to join the Order, and it is no longer a difficult thing to get a grievance committee to wait upon railway officials with claims to be adjusted, and such committees usually meet with success.

Denver Division 44 is in a prosperous condition. It has a membership of 360 with new members coming in very often. The Division treasury is in first-class shape and there are a fine set of officers to preside over the meetings which are held every Monday at 2 p. m. in Odd Fellows' hall, 1543 Champa street. Visiting members are cordially invited to attend when in the city.

If this communication should be read by any of the old members of Amboy Division 1, Conductors' Brotherhood, who have been lost for thirty-five years or more, and whom tracers have failed to locate, I should be glad to hear from them.

J. A. JUDD.

### Ogden, Utah

Division 124 publicly installed all officers January 25th. Before installation we gave a very nice banquet and after the installation gave a dance and card party which was enjoyed by all present. The Taft prosperity has struck us and struck us hard. The first of this month there were six crews pulled off the first and second districts of the Salt Lake division of the Southern Pacific and 't is no uncommon thing to see three O. R. C. men on the same crew, so I would advise brothers looking for work not to come this way.

I wish some one would suggest a plan whereby we could get members interested enough in the Order to attend meetings. It is a common thing to have to send after some of our retired brothers to make up a quorum in order to hold a meeting.

But when we give an entertainment with supper (free) it is not difficult to get a crowd together. I have often wondered if we would put a card table in our Division rooms and have a game of "penny-ante," or a billiard table in the hall, if this would be an inducement. I know it is many times the case here on meeting days that you will find brothers in places containing such amusements instead of attending their meetings.

At the Grand Division held at Memphis, a resolution was offered compelling members to be present, at least at one meeting in three months, and I voted against it, thinking it was a little severe; but I now see my mistake and would like to see such a law enacted by the Grand Division at Boston. Would also like to see the number of delegates to the Grand Division cut down to about one hundred at the most, including permanent members. Let us have district representatives instead of Division representatives, then it would be possible to pass some laws for the good of the Order. But with about six hundred delegates—perhaps five hundred of these new members—it is impossible to do anything except talk and move the previous question.

D. R. WRIGHT.

### Leesburg, Fla.

In the interest of Brother W. J. Ross, secretary and treasurer of the Railway Conductors Protective Association of Detroit, Michigan, I desire to say that Brother Ross has one of the best insurances in the world, which is the insurance against the loss of your position. Each and every conductor that does not belong, should get a policy with Brother Ross at once. None of us has any insurance on our job—we have a position today, tomorrow we have none—and it only costs the small sum of \$5.00 to get a policy from Brother Ross and \$1.00 per month for local dues, \$1.00 per year for grand dues, \$13.00 per year all told. If you lose your job and can't get back, Brother Ross will send you a check for \$500.00 to get another position with. Remember this \$500.00 you don't work for. Write Brother W. J. Ross, secretary of Division 48, Detroit, Michigan, and he will explain it all to you.

I was a member of this insurance just three days from the time my policy was sent to Brother Ross and I got a New York draft for \$500.00. It was certainly a great relief to me.

I think that this is the best protection that we can get for such a small sum. Just try it; for you know not when your superintendent will tell you that he don't need you any longer and \$500.00 handed you when you have no work comes in handy and all of us can use it. So line up, brothers, with Brother Ross; help him,

he will help you. You or your family may need it.

I hope that the members with Brother Ross may run way up in the thousands in a very short time.

In the interest of brothers who may intend to visit the island of Cuba, either for a position or for pleasure, I will say that I have just been all over the island in search of employment as conductor or yardmaster, and I know by experience what I say is true.

To get a position you will have to speak Spanish thoroughly or learn the "Goose" language, as I call it, and when you learn this you will get a train called a "cane train," at \$75.00 per month. Board and room rent cost you from \$40.00 to \$45.00 per month and if you eat this grub one month you have to stand twice in the same place to make a shadow. If you want a ride just go and buy a third-class ticket at about two cents per mile, that will entitle you to a ride on a board, pay four cents per mile and you can ride in a cane-seated coach. This is the transportation you will get. One collector on each train, two checkers on each division, and a conductor has no more to say about favoring a conductor than if he was a tourist—no favors shown anyone. I got a request from the superintendent of the Cuba Central at Camaguey to the general manager requesting me a pass; he looked at me and at my card and talked a while, then said, "come back in half an hour." I returned as he requested and as soon as I walked in, he said: "I have made up my mind to issue no passes to anyone, so I guess I will live up to it. Sorry, but I can't help it."

So, brothers, if you want to go to Cuba, take money enough to pay all your expenses and enough to come back home on, for if you can't talk Spanish you are up against it in Cuba. If you ask one of the natives for a favor, he will say, "ha la you no sava no speak English." and then give you the laugh. My advice is to keep clear of Cuba. They don't need you and you don't need them.

J. J. LONG.

### Columbus, Ga.

I will try to get up a few notes from Division 71, but can hardly hope to get up as interesting a letter as the majority of those that appear each month in the columns of the CONDUCTOR, but as a loyal member I will endeavor to carry out the orders or requests of the Division to the best of my ability, and if the sixteen hour law overtakes me between terminals it will be through inability "to hit the ball" or some cause other than a willful lack of energy. Our Division has been but little represented in the columns of the CONDUCTOR. This, however, must not be attributed to a state of lukewarmness or lack of in-

terest in the fraternal columns of the CONDUCTOR, but largely because we have left correspondence open to all heretofore, and each thought the other would write and the consequence is that Division 71 has been left out in the cold. However, we promise to do better in the future. Our Division has held its own fairly well through the recent business depression. While business has been exceedingly dull during this time, very few of our members have gone elsewhere for work. Of course we have had practically no use for our "goat" during this period, but he is being "stall fed" and with business looking up on the C. of Ga., we hope to press him into service again soon. There have been some changes in our officers for 1909. We had to give up our worthy chief, Brother R. F. Jones of the Seaboard Air Line, on account of a new Division having been made at Americus. He had to go with this Division in conformation with the statutes. We gave him up with regrets as he made us an efficient chief. We congratulate Division 538 on their good luck in securing him. Our secretary and treasurer, Brother G. W. Chipley, who has served the Division so long and faithfully in this capacity, gave up the office to take a much needed rest. He has discharged his duties most faithfully from start to finish and a more loyal member Division 71 never had, and in giving him up as secretary and treasurer, we can truly say of him, "Well done, thou good and faithful servant." Our present chief, Brother Chas. Reichert, and our secretary and treasurer, Brother C. E. Cole, are both good men and the right kind and we are to be congratulated on electing them to their respective offices. With the Division in their hands we shall not fear.

The Grim Reaper has been among us and taken one of our beloved brothers—Brother W. H. Brittingham. Our hearts are made sad by his death and 'twas with sorrow we gave him up. His place among us will be hard to fill. Peace to his ashes. We hope to be heard from again.

CHATTAHOOCHEE.

### Kankakee, Ill.

The third bi-ennial meeting of the Legislative Committee, Order Railway Conductors, state of Illinois, was held in Springfield, Illinois, January 5 and 6, 1909, with the following Divisions represented: 1, 41, 74, 78, 79, 81, 83, 101, 112, 113, 118, 206, 222, 235, 293, 308, 377, 386, 400, 406, 459, 523. Ten Divisions not represented.

The following officers were elected:

Brother W. W. Carroll, chairman, 115 Frye avenue, Peoria, Illinois.

Brother N. Erickson, vice-chairman, 1138 Sherman avenue, Evanston, Illinois.

Brother F. S. Thomas, secretary and treasurer, box 274, Mattoon, Illinois.

Brother W. P. Sheehan, elected to remain at the capitol during this session of the legislature.

The following bills were endorsed by this committee and will be presented at this session of the legislature:

"An Act to insure greater safety to the lives of the traveling public and railway employes in the state of Illinois." This bill is known as the full crew bill and provides for a crew with a minimum number of persons to compose the same, also provides a penalty for the violation of the same.

For an Act relating to the liability of employers for personal injuries, and providing that in all actions brought against any employer to recover damages for personal injuries to an employee, or where such injuries have resulted in his death, no contract of employment, insurance, relief, pension or indemnity for injury or death entered into, by, or on behalf of any employee, after this act shall become in force, nor the acceptance of any such insurance, relief, pension or indemnity by the persons entitled thereto, under such contract shall constitute any bar or defense to any action brought to recover damages for personal injuries to or death of such employee, and providing that on the trial of such action against such employer, the defendant may set off therein any sum such employer has contributed towards any such insurance, relief, benefit, pension or indemnity that may have been paid to the injured employee, or in case of his death to his personal representatives.

An Act limiting the number of cars to be hauled in a train, also limiting the number of engines to one, excepting localities where pusher service is necessary.

An Act making it a misdemeanor to drink or sell intoxicating liquor on trains. Other minor bills were left in the hands of the legislative representative for action.

It should be the duty of every member of the Order of Railway Conductors in the state of Illinois, to use his influence with his representative or senator, toward getting these bills passed at this session of the legislature.

This meeting of the legislative representatives was one of the best attended meetings that we have had the pleasure to call in convention, and from all indications it will be the most profitable one, and all Divisions who responded to the call of the chairman, with a delegate to this convention, should be proud of the fact that they are advancing a step nearer in the right direction, for there is much good to come from these meetings. Although the result may not manifest itself at once, we know from past experience that by continually presenting our claims in the proper man-

ner and in the proper place, the results will be beneficial to us, providing that all Divisions in the state of Illinois, through their memberships, will work in unison to that end. It is a well demonstrated fact, that in order to accomplish an object, it is necessary to go about it in a systematic manner. To what extent this system will be maintained, it is for you to decide.

You have expressed your desire, through your delegate, that a representative be left at the capitol during this session of the legislature, to present to the senators and the representatives, your wishes as to what laws, if passed, would be beneficial to your interests. By your acts you have, figuratively speaking, established a throne at the capitol, and the power behind that throne, is you, you individually and collectively; individually as to the manner in which you will aid your legislative representative in getting better laws enacted; collectively as to the manner in which you will harmonize with other brothers in aiding their representative in enforcing that respect in regard to our wishes, as is due to us, as citizens and voters of the state.

At the convention roll call, we find ten Divisions not represented; your actions indicate that either you are not in sympathy with the movement, or that you are not considering your own interests.

How much more pleasant it would have been for the delegates present, if these ten Divisions had had their representatives present, to state their position, so that it would not be necessary for those present to assume their position in the matter. If you are opposed to the legislative committee, why not send your representative and so state it?

I ask the united support of all brothers for the officers of the legislative committee, and in furtherance of your own interests endeavor to influence senators and representatives from your respective districts, to give favorable consideration to all bills that are presented for our interests.

F. GRUNDLER.

### Weehawken, N. J.

Division 312 is very much alive and doing business at the same old stand. Business with us in the freight line has been very dull.

I think Brother Moeller has given us something worthy of serious thought. I think myself that if we utilized this enormous reserve fund that is now lying idle, in building permanent headquarters, it would not only be a saving to us in rentals, but the building could be so built and arranged that the income from rentals of offices, would, in time, make the investment a paying one. And I feel like the brother from Division 100, that the matter should be given careful consideration and be taken

up at our next convention. I also concur in Brother Elliott's version of section 79. I do not know that I ever saw the time that it was necessary to enforce this section, but I think like him, that no Division can afford, should the occasion arrive, to turn down a member because he had not complied with section 79. As a member of our Order he is in time of trouble entitled to all the assistance we can give if his cause is a just one. And it would show the Order up in very bad form with officials of a railroad should the committees refuse to take up the case, as they know as well as we who are members of the Order and who are not. If some petty official dealt unjustly with a member of the Order and the Division did not handle the case, it would tend to cause them to think we had become weak-kneed. By all means eliminate section 79. I think we should all honor Brother Newton for his efforts in trying to get the officials of his company to inaugurate a pension system. There are some objectionable features in a pension system, but as it seems to be the policy of all railroads now to get rid of these men when they grow old, I think we should encourage the idea of pensioning the old men by their respective companies; but at the same time do not let us overlook the necessity of providing for our old men ourselves. We have created a relief fund that is working very satisfactorily. Last convention we increased our relief fund assessment \$1.00, and I have heard of no one going bankrupt over the extra dollar. Now let us increase the assessment another dollar this year and increase the maximum and minimum amount of relief to be paid, and by the time of another convention we may be able to see our way clear to make our relief fund law more liberal than at the present time.

L. FRITTS.

### Sunbury, Pa.

Brothers of this great Order, did you ever stop to think? I have often heard it said by trainmen that we made a dandy stop going down the mountain while we thought the train was getting away from us, but lo, we stopped in time to save any accident or loss. But now, brother conductor, whoever you may be, did you ever stop to think of the great danger you are in while going down the mountain of destruction—namely, intoxicating drinks? Oh, yes, I hear some brother saying, "A drink won't hurt anyone; I can take a drink at any time and then let it alone if I want to; I don't care for it, I only take it for sociability." Stop! stop! brother, whoever you are, and just where you are. If you don't care for it, stop before you do care for it, for then it will be too late. Brother, think of the misery and suffering in this world

of ours from this dread demon. Look at the picture fair and square, and then let me ask you, can you afford to keep it up by pouring your own and your family's happiness down your throat at ten cents a drink? Look at the home of the drunkard; look at his poor, troubled, neglected wife and children; look at his bloodshot eyes and ask yourselves if you can afford to take the chances.

Just now I am thinking of a poor, despised creature of a man, who at one time held a position of honor and trust, respected and loved by all that knew him. But now look at him as he walks the streets of our cities with bloodshot eyes, trying to get just one more drink (on tick). Does he get it? No. The rumseller don't trust such as he. He must pay cash and he doesn't have it; must next appeal to some passer-by for ten cents to only get a bite to eat. Ah, my brother, these are only words from one who has gone through the wheel himself and can say that the best step he ever made was to stop and think of his own lost condition and let off the brakes and start in anew.

Brother can you afford to take the chances? No, you can not. Therefore, shun it as you would the most poisonous reptile; shun the man who deals in this vile stuff, and lend a helping hand to the poor unfortunate being who is so foolish as to drink it. I did not intend to write a temperance lecture when I began, but if it suits you write to me and I will give you the recipe to cure you.

S. A. GEASEY.

### San Luis Potosi, Mexico

Our Grand Division will meet next May; many laws will be passed, and many will be amended. There is one law in the Mutual Benefit Department that I wish all my brothers would study and see how it has worked since it was passed at the convention in Portland, Oregon, in 1905; I mean that part of article 4, line 29 to line 62, inclusive. Read it carefully, then read it again, then look back and see how many brothers' families this has worked a hardship on; see how many you can remember who in the past four years should have been expelled or suspended from the Order, that were not suspended, simply for the reason that the member who should have been suspended or expelled had a family (wife and from one to five little ones) to feed and care for. If you had expelled or suspended *him*, the innocent wife and children would have had no protection; if you did suspend him, either the family has been an extra burden on you, or else you have not lived up to, "The greatest of these is *Charity*." I realize the change in this law was thought necessary to eliminate one of the pernicious evils found in the workings

of it (it did eliminate that one evil to a certain extent), but it caused others of far greater importance to come to us to be borne or else ignored. I for one think the old law was the more just. We had several hundred members of the Mutual Benefit Department who were in commercial pursuits and never expected to be in railroad work again; the risks on those were certainly less than on those actively engaged in railroad work. I think I hear some good brother saying: "If you, (I) did not expel or suspend that brother who had done something he should have been expelled for, I, or we, or whoever it was, violated their obligations." Yes, to a certain extent we, or they, certainly did if the law was lived up to—that is what I am talking about now. We have a poor law in article 4, Mutual Benefit Department. Any law is a poor one *when it is a law that will influence you or any one to violate others in our organisation*, understand, I mean that part of article 4, as stated above, from line 29 to line 62.

I have belonged to the Mutual Benefit Department for fifteen years; think it is the best insurance of the kind in the world; it is just what we want and even if it should cost us more money to keep up, it is still the cheapest and best I know of, and I am carrying others.

I note we have in our reserve and mortuary funds over a million dollars; to be exact, November 30, 1908, there was \$1,025,558.26. Why is it we can not use a part of this money to build us a fine office building? I note we are renting all the time. What is the reason we can not have a rent roll coming in and lighten up on some of our expenses or assessments? That would be business, would it not? Then there is the matter of the old conductor when he is too old for duty. You and I keep threshing that over, but how are we to dispose of him? Shall we build a home for him the same as our old worn-out horse, or any old useless animal? Instead of worrying about that home part, let us get together and pass a law in the Mutual Benefit Department that will give him his insurance, the whole of it, after a certain age, and don't make it too old either, for if you do it will not do him and his beloved wife, (if he has one, and most of the good conductors have) much good. I don't care whether I have any money or not after I am dead (at least I don't think I will, after I am gone from this planet for good); I may need some ice, but what I leave here I fancy will not bother me.

We have over 40,000 members of the Order. Suppose we able-bodied ones that are now earning good salaries throw in a sum of \$5.00 each for the next five years to begin at once to establish a fund for our aged brothers. In five years we will have \$1,000,000, possibly more. Make it a

pension fund; put it where it will earn a good dividend; place all the safeguards around it we can, then when one of us arrives at the age of sixty years, give him a salary pension; figure not to make it less than \$50.00 per month; make him accept it whether he needs it or not, make it a law that it is his to take and do as he wishes with; when the fund gets to good proportions (say \$500,000) cut out all the conductors over fifty years of age paying in to it. If a man is paying in to a fund he knows is to protect himself and family in his old age, he will surely be willing to pay in the small sum of \$5.00 per year during his strong, young years. If he should be sick, lose his position, or anything comes up that he can not pay his assessment, make provision for such cases in the laws, and carry him until such time as he is able to pay, always placing some limit on it for an able-bodied man. I think I hear someone say: "We have the Mutual Benefit Department to cover all of above." I beg to differ with all such; we have *nothing* that covers it at this time—I wish we did; I would sure like to fight for it, and to stop all conjectures about my age, I am forty-four years old this 7th day of February, 1909, so you see my plan will not cut me out from paying for several years yet.

I am almost done with this story now. I am going to watch and see if this starts a discussion among my brothers, and how many come in on my side of the questions I have crudely dealt with in this letter.

I have never had occasion to blush with shame for any of my misdeeds, but I certainly have blushed several times in the last ten days, reading about the way Japan seems to have our Uncle Sam bluffed. California was about to pass some law that the Japs did not like; the United States fleet is away out of reach; may as well be out of the world, and the Japs have got another spell of wardrophobia; have put a chip on their shoulder, and, ye gods, the very shame of it, have made our fire-eater, Teddy, take water and ask the California legislature to hold their law-making that is so obnoxious to yellow Japan. What business is it of Japan's what California does in the way of passing laws? Have you got to fashion your laws in the States to please Japan? We, down here, see more Japanese than we wish, and I tell you, brothers, the treacherous yellow men are only waiting for the right time—it may come any day in their minds. Uncle Sam has got to fight Japan some day. They think they can whip us; the only way to keep them in bounds is to keep a fleet larger than theirs in the Pacific ocean. Get the New York American of January 24, and see what Hearst says. He is right. Get after Washington and have the fleet returned to the Pacific coast and kept there.

Today I read another dispatch saying: "The New York merchants are to request the California merchants to use their influence to stop legislation that offends the Japanese. Great Lord of the Universe! what would Washington, Lincoln or Andrew Jackson say to that? I believe they are now trying to get out of their tombs or else are glad they are in them, away from the shame and humiliation of it all.

Business is still at the lowest ebb here and very few looking for work. If this goes through, will write again, but not about Japanese. W. H. SIMPSON.

### Pittsburg, Pa.

It is not difficult to write, but to be interesting is different. It is not hard to think out results we would like to have, but to get those results is a problem hard to solve; the great majority of us do not care to do so, but would like to have it done for us. Some of us who try are not sure of a solution, and a few who feel sure they are right find it very difficult to convince others that they have the correct solution. Some object to this and some to that, but underlying all objections we find human selfishness. A confusion of ideas is due to conflicting interests, and because of conflicting interests and man's selfishness we are still far short of having a perfect civilization. We can watch the efforts of learned men who are striving to lift the human race to a higher social level, but learned men are rarely ever practical when it comes to dealing with the individual, and it is with the individual that we must begin. These learned discussions are, in the main, purely academic and serve only to win fame for their authors as great raters or writers; we applaud their wonderful command of language and wish we had their education, but we don't know what they are talking about. I have frequently read a speech or an article of several thousand words, telling us all about our troubles and the wrongs we suffer, but not a word as to how we can remedy the trouble. I have talked to men afterward about the subject, who hailed the author as a mighty leader who would do wonderful things for us because, it was pointed out, that every word said was true. I asked what he proposed doing to remedy the trouble, but they could not point to one thing that was said on that side of the question. Now, the truth is, any school boy could tell us what our troubles are, only he has not advanced far enough in his education as yet to use up so much of the English language in doing it.

The above was suggested while reading the editorial captioned "Our Order" in the January CONDUCTOR. The labor problem is something that should be thoroughly understood in all its bearings and not regarded merely as a banding together of men for

the purpose of getting a few more dollars at the end of the month, while the butcher, the baker and the grocer advance the cost of living at about the same ratio in order to swipe those added dollars before we have time to do ourselves any harm with them.

The January CONDUCTOR is full of good things to make us stop, look and listen. How many of us ever take time to sit down and try to think out a way to do more good in the world than merely trying to keep the bread box and the coal bin filled, or pay the gas bill—we use gas in Pittsburg—or add a little more value to the dollar column of our monthly pay checks, with no definite purpose for its use? How many of us take the time or trouble to think of some way to assist our brother; but rather give our best thoughts toward accomplishing our own selfish desires and refuse to even notice the good of our brother. There is always something doing for the "good of the Order," but there is always room for something better until we reach perfection.

We have with us now for consideration at the coming session of the Grand Division some very important questions, such as old age pension, a home for old has-beens, (that's me, but I don't go to any Home if I can help it), district representation, etc. Some good will be accomplished at this session just as there has been at every one of the past sessions, that will carry the Order just a little higher up, but the best good of the Order will be accomplished by the best good of its units; that is to say, the individual member, and his interests are best advanced by the unselfish interest of every other member in his welfare. Truly, it is a proud distinction to have such a reputation. Alexander and Cæsar conquered nations, Hannibal, Napoleon, Wellington, Washington, Grant and Lee won immortal fame as great military leaders, and others as great statesmen and preachers, but I would be prouder than any of them were they living to know their fame, could I so adjust my life that when my friends see me they could say, "there goes old Jim Gauss, he don't amount to much, only an old, broken down railroad conductor, but in spite of his faults we love him because he has an honest heart and is a good brother who really loves God with all his might and his neighbor as himself."

It is true it is permitted to but few of us to do some tangible thing toward helping a brother, but by combining in the proper spirit we can all contribute toward doing something tangible. I would especially urge upon my Pittsburg brothers that we emulate the noble example of our Chicago brothers in their Conductors' Council; let us organize, among the nine Divisions and their 1,000 members embraced in the Pittsburg terminal, a similar central body to look after any unfortunate brother who may be

among us. We are liable to be imposed upon and possibly will be—even Christ was imposed upon and betrayed by one of his most intimate associates—but that did not stop His work nor deter the other eleven from going ahead with the good work. I think I hear some brother say, why did not the unfortunate brother do as I have done: take care of his money when he had work? Well he didn't and now he needs help; perhaps he couldn't take care of his money; perhaps he had a large family and much sickness; perhaps his whole life was one of misfortune which he took pains to conceal and only let his friends see the bright spots. I know one who had just such an experience—he is not asking for help now and I sincerely hope he will never have to—and in spite of all he could do or plan he fell a helpless victim to his own misfortune. So do not condemn a brother because he looks helpless, and do not forget that good can often be done without giving up one cent of actual cash. By doing these things we may not solve the tenement or social evil problem, nor bring about a satisfactory adjustment of economic laws, nor even make a perceptible showing in the great civic movement that is sweeping the country, but we will get a nice credit mark at the big headquarters when the last investigation is held and final judgment passed on all of us. JAS. B. GAUSS.

### Pratt, Kans.

Pratt Division 522, O. R. C., was organized January 6, 1908. If we have not sent out any word of cheer to our fellow Divisions, we have not been silent or dead in our work, as we have taken into our fold every eligible conductor in our jurisdiction, with the exception of a very few, and we are going after them as fast as circumstances will permit.

We feel that our officers of last year did good work, and the newly-elected intend to keep up the pace.

Division 522 was originally composed of members who had belonged to Divisions 298 and 423, located at Herington, Kansas, and Dalhart, Texas, but, as our railway company saw fit to establish a new division terminal at Pratt, Kansas, of course we saw that it was necessary to organize a Division here. Some of our passenger conductors are yet members of Divisions 423 and 55, as it seems hard for them to tear away from the old fold.

It becomes my sad duty at this writing to report the death of Brother Clarence Kniss of Division 423, who died Sunday, February 7th, at Wichita hospital from the effects of appendicitis. Clarence had resided and ran out of here prior to his last sickness and was much beloved by all of us; but, alas, God finally claimed him for his own, and with sad hearts, we carried his remains to their last resting place in Green

Lawn cemetery. We all miss his smile and good fellowship, for Clarence certainly was a good fellow. SECRETARY.

### Highland Park, Ill.

The following donations have been received at the Home for the month of February, 1909:

O. R. C. DIVISIONS.			
8.....	\$12.00	233.....	\$ 6.00
54.....	12.00	247.....	12.00
55.....	12.00	290.....	12.00
117.....	12.00		
138.....	5.00	TOTAL.....	\$83.00
L. A. C. DIVISIONS.			
109.....	\$ 3.50	182.....	\$ 7.50
123.....	5.00	TOTAL.....	\$16.00

### SUMMARY.

O. R. C. Divisions.....	83.00
B. R. T. Lodges.....	181.50
B. L. E. Divisions.....	139.75
B. L. F. & E. Lodges.....	31.00
L. A. C. Divisions.....	16.00
L. A. T. Lodges.....	16.80
G. I. A. Divisions.....	25.00
L. S. to B. L. F. & E. Lodges.....	13.00
James Costello, No. 270, O. R. C.....	1.00
Alfred S. Lunt, No. 456, B. R. T.....	1.00
F. S. Barnes, No. 28, B. R. T.....	1.00
Mary Cusack, Toronto, Canada.....	1.00
Members of No. 638, B. R. T.....	3.50
Members of No. 649, B. L. E.....	7.15
Station No. 23, C. & N. W. Conductors' Room.....	3.10
Williard R. Lincoln, No. 200, B. L. E.....	1.50
C. A. Schi, No. 575, B. R. T.....	1.00
L. E. Watkins, No. 89, B. R. T.....	.75
W. F. Conor, No. 228, B. R. T.....	.25
E. Stevenson, No. 214, B. L. F. & E.....	.25

TOTAL .....\$527.55

Divisions 144 and 227, L. A. C. were, through an error, left out of report to CONDUCTOR of five dollars (\$5.00) each, for the month of November, 1908.

### MISCELLANEOUS.

32 pounds of candy from Miss Coe, of Evanston, Ill.

1 quilt from No. 43, G. I. A.

Box of canned fruit and 2 quilts from No. 339, L. A. T.

1 quilt from No. 333, G. I. A.

Respectfully submitted,

JOHN O'KEEFE,  
Sec. and Treas.

### Miles City, Mont.

Division 528, located in the heart of the Yellow Stone country at Miles City, Mont., has been organized about three months, and if the future develops as much prosperity for us as the past has done we will soon be a flourishing Division, as we have a very

fine lot of members, and the C. M. & P. S. Ry. will soon furnish the material for us to work on. I will try and tell you about our business. All construction work is at a standstill on account of the winter weather, but there will be something doing when spring opens, as repair work on steam shovels and ballast cars is being rushed so that this class of equipment will not be lacking when the work begins. There will be plenty of work for all who want to work.

SNOW DIGGER.

### Cleveland, Ohio

The question, "What Shall We Do For the Old Conductors?" so often touched upon in the columns of the CONDUCTOR has had various propositions from time to time looking towards some plan of solving the question as to what we should do for our wornout and incapacitated conductors; some of them find themselves near the limit for retirement for old age, or what is still worse for them, incapacitated for service by reason of accidents or the natural infirmities of the human family. To a railroad conductor who has put the best years of his life into railroad service; giving all of his energy and manhood to his chosen profession; depriving his wife and children of his companionship in their home and social life, and himself the business and social advantages he could have enjoyed in most any other field of labor or business; to be confronted by either one of these propositions simply means the horror of being "down and out." Few conductors who have passed middle life have the nerve to embark in other business enterprises, even though they may have a savings account, for the reason that they fear absolute failure for lack of business training that is essential in these days to success. We railroad conductors seldom stop to reflect upon what we might have been in other fields of the commercial world, had we cast our lot outside of the charmed life of a railroad man. So I say the average railroad conductor when he finds himself, either from accident or disease or at the age limit, "down and out," is simply a castaway. He may have been as faithful as the day is long; he may have been the watchdog that has saved his corporation hundreds of thousands of dollars—he has served his time and is freed. A lifetime in the service; loyal to the core; honest to a fault; vigor and health for ten or fifteen years more of the same service, but the whistle has sounded for his terminal station, and he takes his lantern, overcoat and grip, and gets off and goes home. Does he sleep any that night? Does he eat much of a breakfast? No; he tells Mary he thinks he will go down to the office and make out his reports. He does so, giving

a faithful accounting of all his equipment, draws what remaining salary is coming to him and goes home to Mary, the partner through all his years of service, who has brought up and taken care of their children in his absence, keeping them at school, while the father has furnished the bread and clothing. The boys and girls have gone away now and are taking care of themselves, but the bank account has dwindled to a very uncertain amount, and he stands with his old wife, who has been his assistant superintendent all these years, and wonders what he will do to keep the wolf from the door. Too old to work at his chosen calling; no training for other business; fear of failure to provide for his good old faithful wife in other work, he goes back to the company and begs for something to do—anything that will provide him with bread, and they set him to work and there we will leave him for the present with just enough salary to provide present wants and no prospects for anything better. You have seen him day after day, standing at some crossing gate waving a warning flag to the public to warn them of danger or you may have seen him with a broom and a wheel-barrow, sweeping up the station platforms, or carrying oil cans to and from switch houses. It is an object lesson for us all, both old and young. The young conductor may reach this same condition of service through disease or misfortune, for no young man in the railroad service can say he has any advantage over the older man, either for life or limb. No man in the transportation service has any assurance that when he leaves home on his run he will return safe and sound in body and limb. No, the often-received telegram of an accident on the line; the tell-tale stretcher with its helpless burden, and, too often, the grim funeral director bringing home the man who went out so full of life and expectations, tells the story. Accidents and old age come alike to the railroad man in train service, and so I say no young man should flatter himself that he is exempt; the loss of a limb to the young man or incapacitated by disease or reduced to the ranks may find him at the crossing next week waving the flag, or sweeping the grounds, or carrying the oil cans. The biblical injunction "Let him that standeth take heed lest he fall," is applicable in this case. Brothers, what do you think of this word picture? Do you not see its verification every day of your life? Old and young unfortunate brothers, less fortunate than yourself, flagging some railroad crossing or doing some drudgery for a mere pittance. Does not your heart go out in pity for them and do you not feel down in your heart that the Order to which they belong should do something to better their condition besides a temporary relief system, which only affords a temporary relief at

best, and while the amount paid for relief is a matter that the relief board can not be censured for in any way, it seems to me that the time has arrived for the Order of Railway Conductors to place itself on record, and at our coming Boston meeting adopt a substantial pension system for our members. Brother Purple gave us an article in the December CONDUCTOR which was all right so far as it went, but it did not go far enough. If you desire a substantial pension, be willing to pay for it. No cheap-john arrangement will serve the purpose. If we go systematically about this proposition and establish a pension bureau that will pay a good substantial pension to our old and unfortunate members, it will bring every worthy conductor in the United States and Canada into the Order. You ask why? By simply making the features of the pension system so attractive that no railroad conductor, young or old, can afford to remain outside of the Order. I wish to give you a brief outline of the plan I have in view:

1st. I am in favor of a membership fee, as many brothers are willing to pay a substantial fee in order to finance the proposition from the start. But leaving out the membership fee, which can be taken up if desired, base your figures on the membership of the insurance department—38,000 members at a monthly assessment of \$1.00 per month. Place all the members now incapacitated upon the pension roll; set over all moneys now on hand in the Relief Department to the Pension Department; all members granted a pension to pay an assessment of \$1.00 per month as long as they live. By this method we do not lose a member except by death and our pensioners themselves assist in keeping up the assessment. As a basis to figure from, put 300 brothers on the pension list at \$49.00 per month, (\$1.00 will be deducted each month for assessment) and note the result; increase the pension list to 500 men and you will be surprised at the figures. An assessment of \$1.00 per month will create a fund of \$456,000 the first year, 500 pensions at \$49.00 each would draw \$294,000 from this amount, leaving a surplus of \$162,000 the first year. Figure interest at four per cent, brings this surplus up to \$168,480. The collections for the second year based on first year's collections, \$456,000 added to surplus brings it up to \$624,480. The second year you can increase the number of pensions to 600 if necessary, which would draw \$352,800 from the fund and still have a surplus of \$271,680, interest on surplus at three per cent only, gives us \$279,830.40 at the end of the second year. Go ahead now to the third year, \$456,000, add surplus of \$279,830.40, brings fund up to \$735,830.40, allowing us to increase the number of pensions to 700 for the third year which would draw \$411,600 from the fund.

We then will have a surplus of \$324,230.40 at the end of the third year, enough to pay 500 men a pension for a whole year and still have a surplus of \$30,230.40. These figures are only given for comparison, but it will give you something to study and talk over in your Divisions. First consider whether this proposition would not be more satisfactory to yourself should you be entitled to a pension than an allowance of ten, fifteen or twenty-five dollars a month from the Relief Fund as now in vogue, and then instruct your delegate to Boston accordingly. I expect to be jumped on from Maine to California on this proposition, so I will stop now and give you a chance. I have been a member of the Order of Railway Conductors since 1875. I believe we have the grandest railway organization in existence. Our boundaries are the United States and the Dominion of Canada. We have already reached the pinnacle of fame as an organization. Let us not be content to rest at ease while there is still an opportunity to broaden our field of labor. Let us take the first step now by adopting a pension department that will provide for our wornout and injured brothers in their old age and misfortune. C. W. EVERTS.

### Louisville, Ky.

I notice that the senate of Arkansas has adopted a joint resolution providing for the initiative and referendum as a part of the constitution of the state, making three states to adopt direct legislation in the past twelve months.

The light breaks slowly, but that it is breaking is very evident, for when I first began to advocate direct legislation in the columns of the CONDUCTOR, not a single state in the Union had adopted it; now there are eleven.

From the initiatory step to the final adoption of the measure, the friends of the cause have had a bitter fight, and those who fought the hardest against it were in every case politicians, corporation boodlers, grafters and those who did not understand it. The politician fights it because he *knows* it will put him out of business; because it will weaken him as an office holder, a servant of the people in everything that the word servant implies. Under direct legislation an office holder (a politician) *can not* be bribed, but will be compelled to obey the voice of the people in all things. He can not say: "Vote for me today and I will do so and so for you tomorrow." Yes, the politician is bitterly opposed to direct legislation. The corporations oppose direct legislation, because with such a weapon in the hands of the voters, they will not be able to fleece the people as they have been, and are doing now. Yes, corporations are bitter enemies of direct legislation. Boodlers and grafters are op-

posed to direct legislation for the reason that under such a regime they could not debauch and bribe legislators, governors and courts to the undoing of the people.

The last lot mentioned who oppose legislation are those hide-bound partisans who do not understand its principles, and that fact, in such cases, is always sufficient reason for them to oppose anything.

When I first began advocating the principles of direct legislation I was laughed at for a socialist, anarchist and a crank, but today, not only eleven states have in some way embodied the initiative and referendum in their constitutions, and the three-times leader of one of the great national parties has come out squarely for it. And there are three or four other political parties, a couple of which have made the nation stand up and take notice, whose chief plank in their platform is direct legislation.

I have made but few comments on, but have been very much interested in many of the letters in the fraternal department relative to "A Home For the Old Conductor," "A Pension For the Old Conductor," "Better Conditions For the Old Conductor," "Better Conditions For All Conductors," etc., and it is very plain to be seen that all those letters are the efforts of men who think, men and brothers with brave lives and large hearts. Far be it from me to try and discourage them in their efforts, but I do believe that if their efforts were directed in other directions, social economics, for instance, they would do more good.

Direct legislation will build an individual home for and pension every old conductor; direct legislation will better the condition of every conductor from his first to his last run; direct legislation will, to the entire satisfaction of all, settle all these vexed questions.

A soldier's labors are light and his life is only in danger during war, and when he arrives at the age of unusefulness, he is pensioned on half pay for life. A conductor's life is always hard; half or two-thirds of his time in danger, and when he arrives at the age where he is of no more use to his master (the bond holder and watered stock jobber) he is turned out like an old horse to die. The soldier is a drone in the national beehive, while the conductor is a worked-bee, helping to fill the hive with honey to feed the drone on in his old age. And what is true of the old soldiers is true of most, if not all, of the watered stock jobbers, etc. The conductor has to help provide for all of them a pension in their old age. Direct legislation would even that all up. *Under direct legislation it would be just as easy to pension an old conductor as it is to pension an old soldier.*

On the face of things it is plain to be

seen that the conductor is much the most valuable citizen of the two, but granting that they are both on a par, why such discrimination? My dear reader, can't you see that if we had direct legislation in this country that we could settle all of these questions very easily?

Brother Newton's congratulations are wasted. I have had no "change of heart" in the direction he would force on me. I still maintain that the Order is in a weak and defenseless condition. The highest courts in the lands have proven the position I take to be true. Brother Newton does not believe that those men were discharged on the L & N. because of their membership in their respective orders, and asks me to prove it. Is it possible that he does not know that the plaintiffs in the case made that complaint to the courts, that the defendants, Adair and Scott, discharged them for belonging to the B. of R. T. and B. of L. F. and that they did not deny it, but fought it out on that line, claiming that they had the right to discharge them for such affiliation, and that the United States district court fined one of the defendants \$100 for the act; that the supreme court of the United States set the judgment of the lower court aside, claiming that the defendants had a right to discharge the men if they wanted to, because they belong to those orders. Is it possible that he had not observed that all the leading periodicals of the country, including the CONDUCTOR, published the above facts, and commented on them in the last year? No, of course, he didn't. He says: "The day is past when any railroad official will discharge an employe just because he joins an organization." Well, if so, it has passed in the last year, for there are railroad men in this country who will make affidavit that they have been called to the superintendent's office and told that they would be promoted if they would withdraw from the B. of R. T. and B. of L. F. and would be discharged if they did not. These are facts, regardless of whether he believes it or not.

VERITAS.

### St. Joseph, Mo.

In reading the CONDUCTOR from month to month, I find considerable is being said about what could best be done to better the condition of the conductor and the Order in general. The expense of the meetings of the Grand Division seems to be coming in for a share of criticism. Some favor paying the old conductor his insurance; others have not yet fully abandoned the question of a Home, while others advocate a reduction of salary, providing radical legislation is not throttled. In my opinion the expense of Grand Division meetings is about the smallest financial matter we have to contend with and if you do not believe it just get

out your pencil and do a little figuring. The question of paying the old conductor his insurance is a financial problem which has not as yet been explained to my entire satisfaction, and in trying to do so, I am afraid you find that you are up against a condition instead of a theory. The question of the Home is one that has taken up quite a lot of time in the meetings of the Grand Divisions, and to hear it discussed at this late date appeals to me as going back into the dark ages, while the question of reducing salaries is one which I think should be left for the other fellow to start; he will get at it soon enough, especially if he thinks you are looking for it.

I believe that the paramount question before us today is the American Railroad Employes and Investors' Association, and I am pleased to note that the heads of the organizations are interested in the success of the association and I would suggest that by appealing through them to the association some of the injustices that are being practiced against us could be abolished or at least modified. I desire to go on record as being strictly in harmony with the principles of the association, because I am fully aware of the fact that the only thing a railroad company has for sale is transportation, and when you enact laws that deprive them of reasonable revenue from that source you simply strike a blow at their existence, while on the other hand when the railroad companies enact laws against their employes that prohibits them from obtaining employment on account of a slight physical defect, or for having arrived at an age whereby they are capable of exercising good judgment, then I say to you that all the laws (either state or national) that have so far been enacted sink into insignificance; and I think that the time has arrived when we should say to the investors' part of the association, we will get together and start this good work in earnest, and that we will play a game of policy with you with the full understanding that it will be a question of you tickle me and I'll tickle you. And it is my candid opinion that through this medium great good can be accomplished for both investor and employe.

I. N. MILLER.

### Salt Lake City, Utah

I desire to have the reader understand that I do not put myself in the same class with Brothers Sughrua, Welch, "E Pluribus Unum," "Murat," Elliott, "Veritas," Newton, and others too numerous to mention, and would not dare to take issue with them at this time for fear that they may come back at me and put the correspondent of Division 395 out of business in the first round.

Our officers for the ensuing year, are as a whole, a first-class lot, and I take great

pride in challenging any Division with an equal number of members to beat them. The brothers who attend the Grand Division will find our delegate one of the biggest little men there; for he says what he thinks, and whatever he thinks is well said.

Four lines of railway do business through Division 395, the O. S. L., R. G. W., S. P. L. A. & S. L. railway, and the Western Pacific. The writer is employed by the S. P. L. A. & S. L., and desires to say a word for our official staff; our superintendent, Mr. H. E. Van Housen, is an old O. R. C. man, which indicates that he came up through the ranks and is very able and competent. From his own experience he has learned that men are not infallible, believes in giving them a square deal, and when the committee or an individual leaves their office they will know just where they stand. Our trainmaster, Mr. Smith, has the confidence of all his employes, who are loud in their praise of him; we know we'll get what is coming to us when we are in the right. Our general manager is a thorough railroad man and perfect gentleman. To meet him, means to become impressed. With a few exceptions we have as good a schedule as there is in the west. Quite a number of good Order men are braking here now, and we want to see them stay and secure a regular job when things get back to normal.

Our old secretary was up last meeting and made us a very pleasant little visit.

Brothers, you who are in the city on meetings days, should certainly be there. Don't stay away thinking there will be plenty there without you, for no member's place can be filled in the Division room by anyone but himself. The chief conductor will entertain you as long as you are in order, and if you have anything to suggest, will put you on a committee of one to carry out your own suggestions.

The following information comes from the Western Pacific:

"On June 17, 1906, the company started laying steel out of Salt Lake City for Oakland, California, a distance of 933 miles. From the Salt Lake end the steel is out about 242 miles, or about two miles west of Elko, Nev. During the summer of 1907, we were working twelve crews at one time, but along came the panic and we were reduced to two, and they only worked five days a week; working only one shovel, and that only eight hours per day. When the panic departed they put on eight crews, and they are still on, although because of the cold (if you call 15 and 20 below cold) we are not making much headway, as the front twenty miles is not a race track. On the Oakland end, they have about 200 miles completed. On or about March 1st they expect to lay track west from Elko and east from the Oakland end, and both east

and west from Winnemucca, Nev. In the fall of 1906 I met several brothers in Salt Lake City, with their blue suits all pressed and ready for the first passenger train to be run on the Western Pacific. They had letters from George Washington down, but when the first passenger train, (or mixed train), the only train on the time-table was put on, the brother who laid the first rails out of Salt Lake City fell heir to it. So you will all see, no pull goes here. All you have to do to get all that is coming to you, is to hit the ball. Our officials are of the best. In eight crews we have twenty O. R. C. men—not bad—and eleven of them have wintered twice with us. No jobs here at present, but may be later.”

“TRAPPED.”

### Winnemucca, Nevada

About October 1st, the Chicago, Cincinnati & Louisville railroad company *divorced* me from my position as conductor, but prior to that time, about the first of September, Brother Loflin, road trustee of Division 125, gave me an application blank for membership in the Railway Conductors Protective Association of Detroit, Michigan. It took but a glance to assure me that the object of the association appealed to all sensible conductors. I sent my application in at once (with \$5.00 membership fee), and in due course of time received my policy for \$500.00, payable in event of losing my position for any cause *except drinking*. As soon as the secretary of the committee made the report to Brother W. J. Ross, secretary and treasurer of the association, my check came and proved to be a Godsend indeed, and I want to thank the originator of the association (Brother W. J. Ross) for having conceived such an idea. While it was for the protection of passenger conductors only, when first organized, it now includes all brothers belonging to the Order, and in good standing with the company (by whom employed) for two years. If there are such things in the Order (and I hope not) as drunkards, do not go into it, for if you are discharged for violation of Rule G, you have no claim on the association. I paid but nine dollars into the association, receiving the full face of my policy (\$500.00). Take my advice and get your secretary to write Brother W. J. Ross, secretary and treasurer, Detroit, Michigan, and do not delay in filling out and sending the blank with five dollars, after that it costs but one dollar a month to keep it up with one dollar extra in November as grand dues. The membership now reaches up in the thousands and the claims paid to date hover around the \$30,000 mark. Even if you should not meet up with the inevitable, think for a moment of the inestimable good you are doing

some other worthy brother at such an opportune time.

Things west of the Rocky Mountains are about normal, but no jobs to be had, so those out of work should not come to this part of the world.

At this particular time I have hired to Money Bros. Construction Co. to take charge of a dirt train, where they are excavating for yard room for the Western Pacific.

I heard that there were 5,000 applications filed at this place for positions with the Western Pacific, so that those who anticipate securing positions with them will appreciate the situation and keep clear of this portion of the line. I believe they are operating some trains out of Ogden, also out of Frisco, but there are plenty of men for every job.

This is an old town, having been known as Fisher's Crossing during the rush to California in '49. The crossing is that over the Humboldt river. The town—about 2,500 people—is almost surrounded by the Winnemucca, and Golconda Mountains. There is very little vegetation away from the river, and the town is laid out with the railroad instead of with the compass. There is an abundance of shade trees and the finest pure water coming from the mountains.

Best wishes to all and a prosperous New Year.  
ERNEST E. SMITH.

### Buffalo, N. Y.

Brother Murat, your write-up of the Chicago Council is good. It is too bad that we have not got more of such institutions scattered through this great country of ours. There is room for quite a number of them in our great railroad centers, and what is more to the point, we have plenty of the “needful” laying loose in different banks, drawing but very small interest, to finance them. The work that is being carried on by the brothers in Chicago, and under the efficient management of such men as Brothers Pinney and Sughrua, is a noble one indeed, and should have the active support, morally and financially, of the Grand Division.

I dare say that “Uncle Billy” is right in his suggestion that they are liable to be “leaned on” occasionally, and it is quite possible that they may have been imposed on at times, but, even if they have, it is far better that they should suffer such infliction once in a while, than that one really deserving brother should be turned away empty-handed and unaided.

I note your request, that Brother Welch and myself should give some figures as to what sized appropriations would be needed to start a council in our respective cities. As regards my end of it, I will say that

it is a very hard question to answer. Buffalo is quite a railroad center, the largest, I think, east of Chicago. While we have but one Division of the Order located here, it is a close second in size to Chicago Division 1—the largest in the field. The opportunities for assisting our unfortunate and deserving brothers are of almost daily occurrence. As a matter of fact, they occur so often that it keeps our Division treasury very low the greater part of the time. We have a small "council" of our own. It is composed of the eight local chairmen of the committees, each one being a relief committee for his own road, with power to act in case immediate relief is required by any of our members. In this manner we distribute from \$400 to \$600 every year, and if our funds would permit of it, we could easily double that amount. So you see how we are situated at this end of the great lakes. "The harvest (opportunities) is full, but the workers (dollars) are wanting."

Personally, I have never heard any reason why our "bureau of labor" was discontinued, neither have I been convinced that it was necessary to discontinue it, and in the absence of any good and valid reason why such an institution should not exist, I should be strongly in favor of its revival. I presume that the handling of the affairs of such a bureau entailed no little extra work on our Past Grand Chief Conductor, and it took up much of his time that he thought should be devoted to other and more important duties. If such was the case, and if that was one of the reasons for the discontinuance of the institution, then I say, give our present president more help.

Brother Sughrua, I am pleased to note that you find something commendable in my plan of district representation at Grand Divisions. Regarding your query as to how delegates would be elected on small lines of road that had no general committee, I will say that I do not know of any such road. I do know, however, of roads with so few members that they have but one committee, their members all belonging to one Division, and barely enough to entitle them to a local committee. We have two such lines in the Eastern Association, and their chairmen are given the title of general chairmen, and admitted to membership. So you will see that my plan would not bar them, or any other line similarly situated, from representation in Grand Division.

However, while I think the plan mentioned by me is the most feasible of any yet mentioned for district representation, and would come the nearest meeting all the requirements of the Order at large, I would not oppose any other plan just as good, that would produce like results, viz: cut down the present number of delegates, and the ridiculously large expense of conducting

our Grand Divisions. This would not act as a bar to as many going as wished to go, to have a good time, but those that go for that purpose should go at their own expense, and not at the expense of the Order. If you are in favor of district representation of any kind, don't wait until we get a "permanent meeting place" to make known your theories about it, for if you do, neither yourself or I will be here to see your plan put into effect. That happy event is, apparently, just as far off now as it was twenty years ago.

A. V. NEWTON.

### New London, Conn.

How many of the 1,000 or more brothers, who expect to come to Boston next May, know where New London, Conn., is, or, in fact, ever heard of it? For the benefit of those who don't, I will explain that it is located midway between New York and Boston on the N. Y., N. H. & H. R. R., and all trains stop here, being a seaport town, with one of the finest harbors on the Atlantic coast. Any of the brothers that are coming in their private yachts won't make any mistake in anchoring here, for we have plenty of water. Being an old town, we have plenty of old landmarks, and Revolutionary relics, including Forts Trumbull and Griswold, the Groton monument and the old town mill, while on the islands in the sound, the most modern of forts, Michie, Terry and Wright, are in active operation, protecting Long Island Sound and the eastern entrance to New York City, from foreign invasion. Like old London, we have our Thames river, and there each year the crews of Yale and Harvard colleges row their races, accompanied by observation trains on both sides of the river. But chiefly, first, last and all the time, New London is the home of Division 500, O. R. C., as lively and hustling a Division as exists in the land, and they are ably assisted by Harbor Division 250, L. A., whose headquarters are also here. At a recent meeting of Division 500, an entertainment committee was appointed, whose sole duties will be to meet and entertain any and all brothers who can find time to stop over, either going to or coming from the Grand Division or at any time during the session. The distance is only 108 miles from Boston and trains run often. We have good salt water fishing here, and any brother that would like to put in a day, or part of one, trying his luck, can be accommodated. Sail boats, power boats and row boats are like fleas on a dog's back, and automobiles and trolley cars so thick that you need eyes in the back of your head to dodge them. Now, brothers, you know where Division 500 is located, and that this entertainment committee will be on the lookout for you, and

if you will just drop a line to the undersigned you may be sure that the committee will be "Johnny on the spot" to meet you.

I had the pleasure of receiving an official visit from Brother J. H. P. rant of Division 413, one day during the past week. He is the same Brother John that he was before receiving his appointment, and while he made a thorough inspection of the safety appliances on my train, our talk was confined almost wholly to O. R. C. matters, and he shows that he has the interests of the Order at heart as thorough as when he was a ticket puncher.

Division 500 is keeping up the good work, holding interesting meetings every two weeks and taking in new members as often as they show up. Very few meetings are held but what we have at least one visiting brother, and we are always glad to see them.

Address all inquiries and communications to the committee correspondent, E. W. Wadham, Groton, Conn.

E. W. WADHAM.

### Toledo, Ohio

Toledo Division 26 has elected and installed its officers for 1909, and we have a good and efficient corps of officials, and the affairs of our Division will roll along as smoothly as one could wish. The readers of the CONDUCTOR have not been oppressed with a letter from me for several months, and I only ask their forbearance just for this time only.

At our Division meeting a few days ago I noticed some of the brothers were kicking about the reserve fund; that they were paying into the Mutual Benefit Department two extra assessments each year to build up a million dollar reserve fund (I wish it was five million), and they did not understand why we needed it. I want a reserve fund for the very reason that I want to be sure, to a certainty, that when I am called to leave this mundane sphere my policy, in full, will be paid my beneficiary, and in order to make that a surety I am willing to continue to pay and make it still more secure. Why does every well organized bank have a reserve fund? To guard against a possible run upon that bank, and so long as their reserve fund is large enough you won't make them close their doors, and so long as our reserve fund is large enough we shall always be able to pay out and the protection we are paying for will always be safe.

I notice a number of writers speak of our living good, earnest Christian lives. I sincerely hope that all our brothers are living such lives that you and your friends and God will be pleased. Do all of the good things possible today, for you may not be here tomorrow. I care not whether

you are Jew or Gentile, Pagan, Mohamadan or Buddhist, you are all God's children and as such you are all heirs to His kingdom. Think you that it makes much difference in the end whether a man is borne in India, or Indiana? If he was born in India, he would undoubtedly be brought up to worship at the shrine of Buddha, but if born in Indiana he might fall far short of living as upright and righteous a life as the Mongolian. So, I say, if you are a Jew, be a good Jew; if you are an Indian, be a good Indian; live your own life; do all the good you can and all will be well.

I know a member of Division 26 who, with his good wife, went to call upon a sick brother. This brother had been to an enormous expense for hospital and medical services, and had been confined to the house for some weeks. The visiting brother and sister had called to cheer and brighten at least one day for the invalid, and upon taking their departure the visiting lady clasped the hand of the housewife, and when they separated there was a hundred dollar bill left with the sick man's wife. Now what do you call that? That was perfect, true friendship. They knew that their brother and sister were in trouble and they simply went to their assistance. They did not shout from the housetops what a great thing they had done, but that was true christianity, and they are not pretenders, either. They live just such a life every day, always ready to help any one that is worthy. *True Christians!* Perhaps it was the prayers of someone else that guided and directed them that day, but they were the real actors and will receive the reward.

What was that that good old Tim Farrell said about me, when he was admonishing all brothers to beware of the fate of Brother Osborne, and not urge the construction of an O. R. C. poorhouse? Now look here, Timothy, I am getting along all right and am not urging an O. R. C. poorhouse, because I don't want a poorhouse; I want a good one; I want a home for conductors and their wives. You know as well as I do that the brothers are now asking for and talking about pensions for their old conductors and have been for the past ten years.

Brother Newton says a plan was promulgated by W. C. Brown seven years ago, and hopes the company will establish such a pension scheme. So do I. But will they? Many an old employe will be dismissed long before the pension scheme will be a fact, and we shall need that O. R. C. Home very badly in the near future. Maybe you won't need it, Tim Farrell, maybe I won't need it, but there will be and are now some who do need it and would gladly avail themselves of its hospitality if we had such a Home to give them. And they are good, true, worthy brothers, too, who have

helped in the past to build up our Order to the proud position we now occupy. When their men become old, railroad companies say, "we have no further use for your services," and out they go, and our Order is using exactly the same tactics. When the brother gets so old or infirm that he is of no use to the Division, he is simply let go to make his own way as best he can, while a younger brother takes his run on the road and his place in the Division room, and still you members that are yet at work, surely growing older every day, drawing nearer to the same possibility, are asking the companies to do something for you that you won't do for yourselves, and whisper, you will have to wait as long for your pension as I have been waiting for the Home. When you finally succeed in getting your pension, the companies will require you to pay into the fund one per cent of your wages each month. Pray thee! Pay one per cent of your wages into the conductors' Home fund and you will be provided for. Someone has said that he never understood that the Home was to be a compulsory one. No, it is not. It is only for those who wish to avail themselves of it. There has been but little said lately about the Home being self-supporting. And why? Because they have probably made up their minds that it would be self-supporting. \$50,000 expended for two hundred acres with necessary buildings, etc., could be made self-supporting for fifty people on chickens alone, with eggs at thirty cents per dozen. Self-supporting, sure—and make money besides.

BEN F. OSBORNE.

### Peoria, Ill.

The open discussion of our laws in the columns of the CONDUCTOR is our nearest approach to "the initiative and referendum," so ably espoused by our gifted brother, Walter Copsey, and the nearest to the "direct vote," which is the pet theory of our able correspondent, "Veritas," so I think a little discussion in regard to our Mutual Benefit Department would be in order. About this time some brothers recommend the paying to the old member his insurance when he reaches the age of sixty-five years, some raise the age limit to seventy years, an age that a small percentage of the conductors reach.

Brothers, did you ever figure out what that means, how it would be necessary to reorganize and change the laws of our Mutual Benefit Department? You would have to put your Mutual Benefit Department on a line with the old line companies.

Consider the fact that the average age of the members insured is about forty-two years; that many of them are engaged in the hazardous occupations of brakemen and switchmen, this fact raising your percentage of mortality. To guarantee the payment of all certificates of the Mutual Benefit De-

partment when the holder reached the age of sixty-five years it would be necessary to charge a rate of over forty dollars per year for each one thousand of insurance. These figures, based upon facts procured from statistics compiled by men in the business for years, are conservative and would show to more disadvantage for us, as they are based on 100,000 of insured, while we could not figure on to exceed forty thousand.

Brothers, our Mutual Benefit Department is now on a good, safe and cheap plan. If our membership is kept steady, or increased by the coming in of new members, if our assessments are paid promptly and we observe the law, we are reasonably sure of our money.

We must keep our organization in perfect order, the fraternal and insurance together.

The downfall of so many fraternal insurance companies has been the fact of not having rates high enough at the start. They are organized about the time some older organization has been compelled to raise their assessments, then the new element naturally goes with the new association, thus cutting off the source of supply for the older organization, which compels them to keep raising rates until the members cannot stand it any longer, then they go to the wall.

I was very sorry to see in the January CONDUCTOR the stand taken by Brother C. Moeller, of Division 100, in regard to Article 27 of the Mutual Benefit Department, and at a time, too, when the governor of Illinois, in his message to the forty-sixth general assembly, recommends laws for fraternal insurance companies which are protected by a reserve fund, using the following language: "The more nearly the fraternal societies approach the plan of insurance and the premium charges of legal reserve companies, the more nearly must the legislation applicable to both branches coincide." The brother advises "a careful study of it," and I also advise a careful study of it.

The reserve fund is the bulwark of insurance; the greater the reserve fund the greater the stability of the insurance. If I were sure of being called to the Great Beyond in a very short time I might (from selfish motives) be in favor of stopping the reserve fund. But fortunately, or unfortunately, an old phrenologist (who wanted a ride) told me that I would live to be eighty-nine years old, so in case this prediction be true I want to perpetuate the Mutual Benefit Department so that my good old wife will be able to enjoy the benefits after I have passed mile post eighty-nine. And I want to say right here, brothers, that in case this came true I would have paid Mutual Benefit Department assessments for sixty-five years, and, at sixteen per, I would only have paid in ten hundred and forty dollars for each thousand of in-

surance. Considering the protection all these years it is better than a savings bank. Are we going to turn the fruits of our labor over to the younger generation? We are! And we are going to turn it over to them so that they will say "those old fellows builded well." They will be proud to follow in the footsteps of those who have gone before.

Brothers, who guarantees our insurance? The O. R. C., through its members. All well and good, but who guarantees the membership of the O. R. C.? The younger generation, now fast coming upon the stage of action.

How are you going to secure the membership of this younger generation; by telling him he can come into our grand organization, which we have built up, if he will guarantee to pay the old fellow his insurance? No! We will say to him, young man, come in; we have a fine protective organization with a solid and substantial insurance department, second to none, made so by a reserve fund which insures payment fifty years from this time, if you keep up your end of the obligations, and your beneficiaries are sure of their money. Then you have something that appeals to his business sense, and he will be looking for a petition. Again I say, give this your careful consideration.

I like this personal discussion going on between the brothers, who, though widely separated by miles of space, are connected by the golden chain of brotherly love and can hear each other through the friendly columns of the CONDUCTOR. I would like to ask Brother Elliott if he really had as good a time at Memphis as he would have the members believe. And if his opening remarks in the January CONDUCTOR was a case of sour grapes.

I want to say for the brothers who organized the Conductors' Council of Chicago, all hail to those who are willing to work, to use their influence and their money to assist a worthy brother in need.

You worthy members, Pinney and Sughrua, Good, loyal brothers, tried and true, If all the members knew you as I do,

They, sure would say, "hats off" to you.

W. W. CARROLL.

### Charleston, S. C.

I am glad to say that Division 208 is in a good, healthy condition, with about 150 members and nearly all the desirable captains on the Sou. and A. C. L. Railways, running into Charleston, on our rolls. During 1908 the members of Division 208 experienced the hardest times of their railroad career, but I am glad to say that prospects for 1909 are brighter. Our Division was called upon several times during the year for assistance in payments of dues, and in each case the brother was found

worthy and the assistance was given with cheerful hand and that brotherly love that is so beautiful to see exist in our Order. It also speaks well for our Division and its officers to know that our treasury was ready to assist its members without an assessment and still leave us in a good, healthy condition.

I am very sorry to see so many of our members staying away from meetings. Come to the meetings, brothers, and hear what is going on in the O. R. C. world and help do the work of the Division. If you are like some members I know that think there is a certain ring in each Division that runs things to suit themselves, come and get in the ring. I am glad to say there is a ring in Division 208, composed of the most loyal members of the Division. You will find this kind of a ring in every good Division, and those that have no ring soon go to pieces for the lack of attendance or for some irregularity that the ring can prevent. If you will refer to your Division register you will find the ring always attends meetings when in town, and keeps up with the work of the Order and is prepared to take an intelligent part in any question coming before them. While on the other hand, the member who does not attend a meeting only about twice a year, and maybe then only because he has a grievance, can do nothing but sit and listen because he is not posted on Division matters. If brothers of this type would attend three meetings in succession I venture to say they would be anxious for the fourth meeting day to come, and be better O. R. C. men with more interest in the Order.

Considerable has been said about reducing the expenses of the convention and I agree with some of the brothers that the expenses could be greatly reduced and just as much good accomplished with one-half of the delegates. My plan of doing so is as follows: Have the conventions meet biennially as at present, but have odd numbered Divisions send delegates to one convention and even numbered Divisions send theirs the next time. By doing this each section of the country would be represented and just as much accomplished as if each Division were represented and the expenses would be greatly reduced. I think the plan would work to the satisfaction of all. As to the district meetings, I do not approve of that plan, as some parts of the country would suffer on account of the difference in membership. But I do want to see, and I think it would be a help to the Order, if the United States were divided into districts and a grand officer put in charge of each district. As it is now some Divisions are never visited by a grand officer. I think it has been three years since one visited Division 208. We like to see them once in a while and have them give us a good talk; it injects new life into a Division.

"CHARLESTON."

# Legal

## Legal Decisions of Interest to Railroad Men.

Prepared for THE RAILWAY CONDUCTOR by COLIN P. CAMPBELL, Grand Rapids, Mich.

### *Liability of Railroad Company for Injury to One Riding Free by Invitation of the Conductor.*

The defendant railroad was operated between the city of Boulder and the town of Eldora, in Boulder County, Colo. On the 11th day of July, 1906, the said J. F. Clark was invited by the conductor, engineer, and master mechanic of the defendant company to ride in the cab of an engine drawing a train of cars on said road. While so traveling in said cab the engine collided with the end of a freight car which defendant's employes had run out on a siding of the railroad track, but left the end or corner of said car protruding onto the main track, so that the said engine in passing collided therewith, breaking in the side of the cab on which the said J. F. Clark was sitting or standing, whereby he was killed. The petition alleges "That deceased was not an employe of the defendant company and was not a passenger for hire; that is, was not required to pay for traveling on said car." The prayer of the petition is for \$25,000 damages.

It will be observed that while the petition discloses that the engine in question was drawing a train of cars, it does not allege that it was a train of passenger cars, adaptable to and used for the carriage of passengers. Non constet, it may have been a freight train, which did not carry passengers at all. Therefore, the case presented by the petition is that the deceased, without paying or agreeing to pay any fare, establishing a contractual relation between him and the carrier for his safe carriage, voluntarily entered into the cab of a locomotive engine to take a free ride for his own accommodation.

To avoid the obvious non-liability of the defendant railroad company for said Clark's death, the petition alleges that he was so much in their personal favor that he received simultaneously an invitation from the conductor, the engineer and the master mechanic to ride in the engine cab. As the petition does not aver that either of said employes had authority to extend such invitation, the authority must arise, if at all, from mere implication. Most certainly no such authority can be assumed to have resided with the master mechanic, who had no connection whatever with the operation of the railroad train while running. Judge Caldwell, in *Condran vs. Chicago, M. & St. P. Railway Company*, 67 Fed., loc. cit. 523, 14 C. C. A. 508, 28 L. R. A. 749, said:

"It is a matter of common knowledge, of which the court will take judicial notice, and of which the public are bound to take notice, that railroad passenger trains are operated to carry passengers for hire. They are not eleemosynary agencies. It is equally well settled that the authority of a railroad conductor does not extend to the carrying of passengers without the payment of the regular fare."

As the petition alleges that the deceased was not a passenger for hire, he knew, what every man is presumed to know, that the railroad was being operated for hire. If so, he knew that he was cheating the railroad out of its rightful due, as he certainly understood that the men whose guest it is claimed he was were not to pay it for him. Every sensible man comprehends that, while a railroad conductor is in charge of the train, he is placed there by the company to collect fares from passengers, and if he neglects this duty he is wronging his employer. His very position and office as conductor advise every person who enters upon the train to be carried that, presumptively, he is without authority to carry him free of charge. He also knows that the engineer in his cab has nothing to do with the admission of a passenger to the train for carriage. Much less had either the engineer or the conductor authority to invite the deceased to take passage in the engine cab. The law imputed to him, when he entered the cab, knowledge of the fact that the railroad company had not constructed or designed such a place for the carrying of passengers. It is a place fashioned and intended alone for the engineer and fireman. It is equipped with a narrow seat on the right-hand side for the engineer, and a corresponding seat on the left-hand side for the fireman, with a small space between for the engineer when standing at the throttle of the engine and for the fireman when shoveling coal. It is necessarily exclusive of outsiders, who, by their presence and talk, are liable to divert the attention of the engineer and fireman from their required constant watchfulness. Policy itself demands this rule, and forbids any deviation from its observance.

The authorities are in harmony in holding that in a place like an engine cab, drawing a train of cars, the person who voluntarily enters therein, to ride, is presumed to know that it is not designed for such use, and no presumption arises in favor of such person that the engineer and conductor have

either express or implied authority to grant him such permission. While some courts have gone to considerable length in holding railroad companies responsible for the acts and assumptions of their employes while in positions of apparent authority, yet, when requested to hold that there is any presumption in favor of the authority of the employes to permit third persons to use places and instrumentalities obviously not designed therefor by the master, they come to a halt. If a conductor or engineer should invite a person to ride on the cow-catcher, a cross-beam in front of the engine, or on a brake-beam of a moving car, the foolhardy acceptor receiving an injury thereby would not be heard to say that he assumed the conductor or engineer had authority from the railroad company to invite him to ride there.

By voluntarily entering the engine cab to ride, the deceased assumed all the known hazards incident to such exposed position, because it is not a place designed by the railroad company for carrying passengers, and because it is a known place of increased danger. If a bridge be down, or any obstruction be on the track, the engine first encounters the danger and incurs the disaster. Danger lurks in such position. It was the side of the cab on which Clark stood or sat that first encountered the projecting end or corner of the car on the side-track. The side of the cab was crushed in, which occasioned his injury. No derailment of, or other injury to the train is alleged. So the fact is confronting that, had the deceased not chosen to ride where he did, no harm would have come to him. In voluntarily assuming such extra hazardous position he was guilty of contributory negligence.

Counsel for plaintiff in error placed great stress in argument upon the contention that, notwithstanding the deceased may have been in an improper place on the engine, he was not a trespasser, but a licensee, and therefore the company owed him the duty not to wantonly or recklessly injure him. This may be conceded. The contention of counsel is that the petition charges gross negligence in the switching crew of the defendant company leaving the end of the freight car on the siding so as to conflict with the main track. In the first place, there is no allegation in the petition of

wanton and reckless conduct by the defendant's employes. "The term 'gross' in this connection, is nothing but an epithet. It means no more than the failure to exercise ordinary diligence in the circumstances of the particular case. It distinguishes no legal degree of negligence and it is not error to refuse to apply it to the negligence for which a defendant may be liable, because its use merely tends to create doubt and to increase confusion."

Even had the petition charged wantonness or recklessness in the switching crew, as applied to the instance at bar it would not have helped the case. The following excerpt from the well-considered opinion in *Eaton vs. Delaware, L. & W. R. Co.*, 57 N. Y., loc. cit. 394, 15 Am. Rep. 513, presents the correct rule:

"But it is said that by the act of the conductor the plaintiff was lawfully on the train, and that for this reason the defendant was liable to him for the negligence of its servants. With due submission, this is simply begging the question. The plaintiff could only be lawfully on the train by an authorized act of the conductor. The question still recurs: Had the conductor the authority to take plaintiff on the train? If not, he could not lawfully be there. It is not necessary to consider whether he was a trespasser. It is enough to hold that a duty to be careful toward him would only spring up on the part of the defendant by an act on the conductor's part coming within the scope of his employment."

The switching crew did not know that the deceased was on the engine, and had no reason to anticipate that any passenger would be in such exposed position. Nor did the engineer or conductor know or have reason to anticipate that the freight car extended onto the main track. While it is to be conceded that it was a culpable, negligent act on the part of the switching crew in not taking pains to see that the freight car cleared the main track, the deceased, in voluntarily riding in the engine cab—a place not designed for the carriage of passengers, and in which he would obviously be exposed to first encounter any obstruction that might be on the track—was none the less guilty of contributory negligence.

*Clark vs. Colorado & N. W. R. Co.*, 165 Fed. Rep. 408.



# Forum of Train Rules

Edited by Geo. E. Collingwood.

Differences of opinion as to wording and meaning of train rules and orders have always existed. This Department is edited by a practical train dispatcher of wide experience, and a student of the subject. No member should, however, permit any opinion expressed in these columns to influence him to depart from the rules or established customs of the road on which he is employed.

## Notice.

In submitting questions to this department the editor requests that whenever possible the letters of the alphabet be used in their regular order to designate stations as they follow in sequence, as the situation is much more easily understood by our readers than when station names are used.

### Pine Bluff, Ark.

Please give your decision on the following, in accordance with standard rules: No. 69 and No. 16 are both third-class trains, and No. 16 is the train of superior direction. Order No. 1 is issued, reading, "No. 69 will meet No. 16 at D, No. 16 will take siding." Later order No. 2 is issued, reading, "No. 69 will meet No. 16 at C instead of D."

Under the last order, which train will take side track at C? L. E.

ANSWER—Unless your company has ruled otherwise, No. 16 should take siding at C, as that part of order No. 1 directing No. 16 to take siding for No. 69 has not been superseded, for you will note that the "instead" only refers to the meeting point and as a result only supersedes the meeting point, leaving the provision that No. 16 will side track for No. 69 still in effect.

The Standard Code should contain an additional example in Form A, directing a train to take siding for an inferior train, with an explanation as to how such side tracking notice would be treated in case the meeting point should be changed. But until such additional example is given we must be governed by the rules and consider all movements made by train order as in effect unless they are specially superseded.

### Hartford, Conn.

I am working on double track, under standard rules, and it is customary when one track is blocked to direct trains to flag from one crossover to another.

Westbound main track was blocked and extra 1425 received the following order: "Use single track between A and B under the protection of flag until westbound main track is clear." The conductor of extra 1425 left a flag at A and proceeded to B, notifying flagman not to let any train pass A until extra 1425 returned to A.

After extra 1425 left A the despatcher notified A to tell the flagman not to hold No. 20. The flagman refused to let No. 20 proceed and the despatcher gave the following order to No. 20: "Do not recognize flag of extra 1425 at A; proceed to B."

I claim that the despatcher should have put out a 31 order to extra 1425 at B and not issued any orders to No. 20 until extra 1425 had answered at B. W. L. K.

ANSWER—A train should never be notified to disregard a flagman unless the train which the flagman is protecting has been notified by train order that their flag will be disregarded.

The movement is not warranted by standard rules and I regard it as bad practice. If the despatcher desired No. 20 to pass A without being flagged by extra 1425 he should have notified extra 1425 at the time he gave them the order to flag.

### Lake City, Fla.

I would like to have your decision through the conductors' Journal, on the following, according to standard rules: A is a terminal for local freight runs. B is the first station west of A and is a non-telegraph station. No. 4 is east-bound local and is derailed at B. Main line and siding blocked. Conductor of No. 4 goes to A on lever car, wires superintendent of the accident, stating that he will have to have another engine to assist in re-railing train, as engine of No. 4 is derailed and will not handle herself. Superintendent wires conductor of No. 4 to take an engine from A, go to B and assist in re-railing No. 4; then gives an order to this engine to work as an extra 4 p. m. to 7 p. m. between A and B and would not give work extra anything on No. 4, claiming that he had no right to do this. We are working under 1906 revised copy of Standard Rules, and require signature of conductor only to train orders. I claim this: The fact that the superintendent had a report of the accident and circumstances surrounding same, that he had a perfect right and that it was proper for him to have addressed the order to No. 4 and work extra at A, giving work extra right of track over No. 4 A to B, as conductor of No. 4 was available at A to sign orders. I am not contending that this was absolutely necessary, as conductor of No. 4 leaving his train at B so he could return to

it, he could return to B under protection of his flag left at B, or in other words, with the right to return to disabled train, but making contention on the point that where it is practicable that movements of extra trains should be by train orders and not by flag or messages.

J. C. J.

ANSWER—If you are using the Standard Code of train rules you will find, by turning to rule 217, that when a train order is to be sent to a train at a station not a telegraph office, "complete" must not be given to an inferior train until the signature of the conductor and also the engineman have been obtained to the order.

Rule 217 reads as follows:

A train order to be delivered to a train at a point not a telegraph station, or at one at which the telegraph office is closed, must be addressed to

*"C. and E.—(at —), care of —."*

and forwarded and delivered by the conductor or other person in whose care it is addressed. When form 31 is used "complete" will be given upon the signature of the person by whom the order is to be delivered, who must be supplied with copies for the conductor and engineman addressed, and a copy upon which he shall take their signatures. This copy he must deliver to the first operator accessible, who must preserve it, and at once transmit the signatures of the conductor and engineman to the train dispatcher.

Orders so delivered must be acted on as if "complete" had been given in the usual way.

For orders which are sent, in the manner herein provided, to a train, the superiority of which is thereby restricted, "complete" must not be given to an inferior train until the signatures of the conductor and engineman of the superior train have been sent the —."

I think that you will find that your road only requires the signature of the conductor when train orders are delivered to a train in the usual manner, but in case a train is at a non-telegraph station your rules require the signature of the engineman and conductor to orders which restrict the rights of the train at the non-telegraph station. If this is the case the dispatcher was not able to issue the order.

Under the circumstances it must be admitted that, whether the dispatcher gave the order or not, the only protection the work extra had against No. 4 was the flag left by the conductor and it seems to me that the dispatcher used good judgment in letting the responsibility rest with the flag, where it belonged, instead of issuing an order which all parties concerned must know was simply a make-believe order.

I agree with you that movements should be made under orders whenever possible, but this seems to be a case where an order could not be issued under the rules.

## Richmond, Ind.

Referring to the question asked by Brother Bates in the January CONDUCTOR, if I have read the orders correctly, Nos. 625 and 629 could have arranged and both gone to Foster Avenue, as No. 630 was tied up for No. 629, and No. 632 was tied up for No. 625, so as I see it, Nos. 630 and 632 were both tied up at Foster Avenue.

I wish to state that I think the Forum of Standard Rules of great value to us and the answers indicate that the editor has had wide experience. I wish to suggest that it is not safe to make your answers too brief, as some of us cannot grasp the situation as quickly as the editor can.

Don't be afraid to ask the dispatcher whenever you are in doubt as train orders have been issued which would admit of more than one understanding.

When a kid I flagged a freight train and told them to look out for a train ahead, stalled on a reverse curve; the conductor gave me a good cursing; the superintendent looked after the conductor and promoted me. I had my doubts about the head train having a flag out, as they were moving slowly, so I took the safe course.

DIVISION 452.

## Cheyenne, Wyo.

Your answer to C. E. Smith on order No. 8, January issue, touches on a question which is under discussion here on the Union Pacific. Therefore, I would like to ask the following questions:

1. Does the Standard Code permit of withdrawing the first section of a train, and what order should be used?

2. In your answer, line 20, you say, supposing there are two sections of No. 34, when second section arrives at Y, they get an order that engine 658 is annulled as first No. 34 from Y to Z, and this order is authority for them to proceed Y to Z as No. 34. Under the Standard Code what authority has No. 34 to run Y to Z after first section is annulled?

I fully agree with you that No. 33 has no rights over No. 34 on order No. 8.

R. W. RICH.

ANSWER: 1. Yes. The Standard Code does not furnish a special form for withdrawing the first section, but it permits it to be withdrawn.

The proper order to use in such cases would be one superseding the original order to run as first section or an order annulling the original order. The only example the Standard Code gives to withdraw a section is headed, "To drop an intermediate section," and as the first section is not an intermediate section the order could not properly be used for that purpose, although personally I see no objection to its use for that purpose except that the head-

ing specifies that it is for an "intermediate" section.

There is another point in connection with Form F which the Standard Code does not cover, and that is, the changing of train orders held by sections when they reverse positions. The changing of the position of sections is one of the most dangerous pieces of work a train despatcher has to do and I cannot understand why the Standard Code does not throw more protection around the movement.

2. This case came up under the old rules and they authorize the "annulling" of an engine as a section, but in this case the word "annulled" simply refers to the engine and not to the section or schedule, so that the right for that particular engine to run as that section is annulled, but the schedule for the section remains unimpaired.

The revised Code uses the word "withdrawn" for the same purpose, and it is a much better word, as it is not confused with the definition or meaning of the word "annulled" under form K.

When the right for a certain section to run is to be taken away, form K must be used.

### Greenfield, Mass.

If I understand the question of Mr. Bates in the January CONDUCTOR, trains No. 625 and No. 629, after proper consultation, could move to Foster Avenue for trains No. 630 and No. 632.

I consider proper consultation to be, for the conductor and engineer on No. 629 and on No. 625 to turn over all train orders in their possession to the others to be read, and if the orders were proper and understood alike by all, then No. 625 could put a competent man on No. 629's engine with flag under the charge of the conductor, and engineer of No. 629 to go to Foster Avenue and hold No. 630 until No. 625 arrives.

I consider that No. 632 and No. 630 cannot leave Foster Avenue while they hold these orders, giving No. 625 and No. 629 right of track over them, because right is conferred by train order and class by timetable and right is superior to class and direction and this is where I claim the line is drawn, if this is so, then No. 625 and No. 629 are moving on superior right and if No. 630 and No. 632 moved they would be moving on time-table rights. Kindly give me your opinion.

R. O. B.

ANSWER—Referring to the Bates question in the January CONDUCTOR, and the reply of "W. D." of Springfield, Mass., in the February issue, also the Richmond and Greenfield communications in this issue, I find

that not one of our correspondents has correctly grasped the limit to the authority of rule 94. I have said the rule is defective, and I stand by that statement for the reason that under its provisions one section can be moved ahead of a following section and this at times is dangerous. I had also suspected that the rule would at times trap good trainmen and I find that it has done so in this case under discussion, so now I am sure that it will.

Under rule 94, No. 625 and No. 629 are tied up at Tyne and No. 630 and No. 632 are tied up at Foster Avenue. It is a despatcher's blunder, pure and simple, and to attempt to unravel it with rule 94 is to "breed a scab on your nose," so to speak, for it is not a situation which rule 94 can control, as the rule states positively that the train which overtakes the delayed train must have **RIGHT OR SCHEDULE WHICH PERMITS IT TO PROCEED**. By going back to the Bates example you will find that No. 625 overtakes No. 629 at Tyne and that No. 625 has not got right or schedule which permits them to proceed, so they cannot possibly come under the provisions of rule 94.

If, as our correspondents claim, No. 625 and No. 629 could pool their rights and upon the combined rights of both trains, proceed to Foster Avenue, then it would be entirely possible for Nos. 630 and 632 to pool their rights and schedules and proceed to Tyne, providing Foster Avenue was not a telegraph station; so you can readily understand that the pooling of rights or schedules cannot be permitted.

It was because I had suspected that trainmen would attempt to pool their rights under this rule that I asked for opinions, and not to line up the friends and foes of the rule as suggested by Brother W. D. in the February number.

I am opposed to the rule also, for the reason that it does not accomplish anything that trainmen did not before accomplish under the rules, and that, much more safely than they will now, when they are depending upon the rule for protection. As it stood before the new paragraph was added, if a train was tied up at a blind siding and another freight came along with right and schedule to proceed, the fellow tied up on the siding would get a flag on the other train and follow them out without any complications. In my opinion the rule attempts to authorize by rule what is properly a flagging proposition, and I am told on good authority that the rule has already been the cause of four trains meeting between stations, going in opposite directions upon single track.



# Official Changes

E. H. Barrett has been appointed superintendent of the Montana Railway with office at Butte, Mont.

J. F. McGraw has been appointed assistant superintendent of the Denver & Rio Grande with office at Alamosa, Colo.

F. C. Robins, trainmaster of the Burlington at Galesburg, has been appointed superintendent of the Galesburg division of the road.

L. M. Shipley has been appointed superintendent of the southwest division of the Chicago Great Western, vice C. S. Weston, resigned.

H. M. Taylor, formerly general manager of the Interoceanic of Mexico, has been appointed general manager of the Mexican Central, succeeding J. N. Galbraith.

E. R. Bissell has been appointed superintendent of the Peoria division and J. W. O'Brien superintendent of the Ft. W. C. & L. division of the Lake Erie & Western.

W. C. Park has been appointed superintendent of the New Orleans Great Northern, with office at Florenceville Junction, Miss. The office of superintendent has been unfilled for some months.

P. J. O'Neil, superintendent in charge of operation and construction of the Lead Belt Railway, the property of the Federal Lead Co., has been appointed also assistant superintendent of the Illinois Central at Flat River, Mo.

J. W. Metcalf, assistant superintendent of the Los Angeles division of the Southern Pacific, has been transferred to the Tucson division. A. M. Jamison, chief clerk in the office of the general superintendent, succeeds Mr. Metcalf.

C. M. Bryant, trainmaster of the Dallas division of the Kansas City, Mexico & Orient of Texas, at Denison, Tex., has been appointed superintendent of the southern division, at Smithville, Tex., succeeding T. A. Wilson, resigned. George Spooner succeeds Mr. Bryant.

G. H. Olmstead, superintendent of the Idaho division of the Oregon Short Line, who has been on a leave of absence on account of ill health since last November, has been appointed superintendent of the Montana division at Pocatello, Idaho, succeeding W. R. Armstrong, who has been acting superintendent of that division. W. H. Jones, acting superintendent of the Idaho division during Mr. Olmstead's absence, has been appointed superintendent of that division, at Pocatello. W. R. Armstrong has been appointed assistant superintendent of the Idaho division, at Nampa, Idaho.

C. P. Stembel has been appointed superintendent of the Minneapolis & St. Louis with office at Minneapolis, Minn.

E. J. Chamberlin has been appointed vice-president and general manager of the Grand Trunk Pacific with office at Montreal, Que.

C. E. Baker has been appointed passenger trainmaster in charge of electrified lines of the Long Island Railroad, with office at Flatbush avenue, Brooklyn, N. Y.

George B. Harris, president of the Chicago, Burlington & Quincy, has been elected also president of the Colorado & Southern, succeeding Frank Trumbull, resigned.

F. J. Norris, trainmaster of the Trinity & Brazos Valley, at Teague, Tex., has been appointed chief despatcher of the Chicago, Rock Island & Pacific, at Little Rock, Ark. J. W. Carnes, chief clerk to the superintendent of the Trinity & Brazos Valley, succeeds Mr. Norris.

Effective February 10, R. E. Comfort, superintendent of the narrow gauge line of the National, has become general superintendent of all narrow gauge lines of the merger system, and his jurisdiction will be extended over the Cuernavaca division of the Mexican Central.

On the same date E. W. Thompson, superintendent of terminals of the National, took the same position with the new company. His jurisdiction will extend to kilometer 4 on all lines out of the City of Mexico and to kilometer 5 on the Cuernavaca division, and will embrace Buena-vista station.

Mr. William T. Noonan was elected vice-president of the Buffalo, Rochester & Pittsburg Railway Co. The management of the property will be conducted as heretofore from Rochester, N. Y., under the direction of Mr. William T. Noonan, vice-president and general manager.

J. C. Dailey, general superintendent of the International & Great Northern, has been appointed general superintendent of the Denver & Rio Grande, with office at Salt Lake City, Utah, succeeding Ernest Stenger, resigned, and the office of general superintendent of the former road has been abolished.

Daniel Willard has been elected president of the Colorado Midland Railway Company. Mr. Willard, who is second vice-president of the Chicago, Burlington and Quincy, had previously been elected a director of the Colorado Midland, together with George B. Harris, president of the Burlington, and W. I. Clough, vice-president of the Great Northern Railway Company.

# Mentions

Remittance slips bearing changes of address for the M. B. D. will not apply to address for THE RAILWAY CONDUCTOR unless so specified by letter accompanying. *Always give your Division Number* when writing to THE RAILWAY CONDUCTOR.

The Mortuary Record in the February number contained the name of Brother G. H. Dudley. It should have read T. H. Dudley.

The whereabouts of an engineer named J. A. Clark is very much desired by Brother J. D. Turner, whose address is Macon, Ga.

Information as to the whereabouts of W. O. Mohler, formerly in the employ of the D. & R. G., is desired by Brother E. C. Allen, 503 West First South St., Salt Lake City, Utah.

The present address of John Weisman, formerly a resident of Liverpool, Ohio, and last heard of as a conductor in the western country, is desired by his sister, Mrs. Sarah McCaig, Helper, Utah.

535—ROCKY MOUNT, Rocky Mount, N. C., 2d & 4th Sundays, 10 a. m., Elks' hall.  
C. M. Bartholomew ..... C  
G. H. Young..... S

Organized February 28, 1909, by Third Vice-President W. M. Clark, with fifteen charter members.

We are authorized to announce that the late National Union of Railway Trackmen, whose headquarters were in Fort Scott, Kansas, has passed out of existence by amalgamation with the International Brotherhood of Maintenance of Way Employees, whose headquarters are in St. Louis, Mo. "More power to them" is the wish of THE RAILWAY CONDUCTOR and its readers.

It seems hard for J. J. Hannahan, late Grand Master of the Brotherhood of Locomotive Firemen and Enginemen, to remain idle. He retired from the office of grand master of that organization on January 1st and has already become associated with the American Automatic Stoker Company as its vice-president and is actively engaged in introducing the Strouse Automatic Locomotive Stoker, a cut of which may be found on page 225 of this issue. His many friends will wish him success in his new field of labor.

Brothers—When writing to the CONDUCTOR, or, in fact, to any department, be sure to give your DIVISION NUMBER and STATE. You have no idea what an amount of work it will save us, and it is such a little thing for you to do.—Ed.

Any one knowing the whereabouts of J. M. Waters will please notify Wm. McKinney, secretary of Division 276, at Goodland, Kans.

Cards announcing the marriage, at Louisville, Ky., of Brother J. D. Keen, the well-known chairman of the Louisville & Nashville general committee of adjustment, have been received. Brother Keen and his wife have our best wishes for a long and happy life.

In the matter of the conductor who was arrested on the New Haven Railway for violation of the Hepburn Act, we are advised that the special agent of the Interstate Commerce Commission who was interested in the matter was not only not detailed to such service but was acting in direct violation of instructions that special agents of the Commission would not permit themselves to be used for such purposes. The Commission has distinctly refused to permit itself to be used as an agency for the uncovering of delinquencies for any special interests.

The following Division cards have been lost or stolen. If presented, please take up and forward to this office:

CARD NO.	WRITTEN FOR	DIV.
14853.....	F. W. Conrad.....	44
8587.....	E. P. Wirth.....	55
1420.....	L. W. Canady.....	69
8893.....	C. W. Coryell.....	124
8035.....	W. M. Brown.....	131
10404.....	J. W. Rodgers.....	159
8272.....	J. H. Johnson.....	159
1524.....	C. S. McNeil.....	159
9674.....	C. H. Turney.....	256
9378.....	J. McSmith.....	269
9488.....	C. Street.....	286
6529.....	D. F. Poorman.....	308
11272.....	J. O. Benoit.....	334
8648.....	J. B. Zahm.....	377
2536.....	R. E. Sadler.....	399
9139.....	H. H. Brice.....	419
2372.....	J. W. Weathersby.....	424
13723.....	E. B. Pickard.....	436
17510.....	Jno. Graves.....	486
17040.....	F. P. Webb.....	486
17041.....	J. W. Throckmorton.....	486
17042.....	E. R. Sorrell.....	486
9120.....	J. V. Hines.....	544

**The Executive Committee, for the guidance of all matters pertaining to the business of the 32nd Grand Division, Order of Railway Conductors, to be held in Boston, Mass., beginning Tuesday, May 11th, 1909, has been duly elected by the membership in Boston. Information of any kind relative to said meeting, over which this committee has charge, should be addressed direct to**

**C. W. Merrill, Chairman,  
Room 223,  
South Terminal,  
Boston, Mass.**

His youngest grandchild had managed to get possession of a primer and was trying to eat it.

"Pardon me for taking the words out of your mouth, little one," said the professor, hastily interposing.—Chicago Tribune.

#### **Uncle Joe and His Voting Machine**

In many states of the Union, says A. E. Thomas in Success Magazine, the voting machine has been subjected to various elaborate tests. In some states it has passed these tests and in others it has proved a failure, and has been discarded. But, whatever its triumphs or failures elsewhere, in no other place has the voting machine proved such a flawless success as in the House of Representatives at Washington. In that large legislative body the vast majority of the ponderous republican majority are supposed to be what they are officially called—representatives. As a matter of fact they are voting machines, and they register the regal will of Speaker Cannon.

Now and then one of these voting machines is seen to be provided with a talking attachment which can be and is turned on and off at the pleasure of the operator, and there is also a sort of kinetoscopic device by the use of which a series of motion pictures may be thrown upon the screen of the national capitol, to the mutual amusement of the speaker and the crowds in the visitors' galleries. And the whole contrivance is so simply controlled! Ah! the wonders of modern science! Uncle Joe Cannon! It's an affectionate title. One wonders how the speaker ever got it, and after some deliberation is driven to conclude that it must be because of the striking similarity between Uncle Joe and the celebrated avuncular relative of the pawnshop. The legislation of this country, at all events, is in pledge to Uncle Joe.

The following list of hotels is available for the use of our members during their stay in Boston at the time of our 32d Grand Division:

Parker House, European plan, rooms \$1.50 per day, single person; \$2.50 per day, two persons and upwards.

Young's Hotel, same as Parker House.

Touraine, same as Parker House.

Quincy House, European plan, rooms \$1.00 per day, each person.

Commonwealth Hotel, European plan, rooms \$1.00 per day, each person.

St. James Hotel, European plan, rooms \$1.00 per day, each person.

Revere House, European plan, rooms \$1.00 per day, each person.

Copley Square Hotel, European plan, rooms \$2.00 per day, each person; \$3.00 per day, two persons.

Westminster Hotel, European plan, rooms \$2.00 per day, each person; \$3.00 per day, two persons.

Brunswick, American plan, rooms \$4.00 per day, each person; \$7.00 per day, two persons.

United States Hotel, American plan, rooms \$2.50 per day, each person; European, rooms \$1.00 per day, each person.

Beacon Chambers, for men only, rooms \$1.00 per day, each person.

The above prices apply to rooms without private bath, but rooms with bath can be obtained at a slightly increased price at all of the hotels.

Grand Officers' Headquarters will be at the Parker House. When writing for reservation of rooms, please make your choice of hotels, and if quarters cannot be assigned as you request, our committee will provide as near as possible something that will meet your requirements.

Rooms with or without board can be provided in private houses if desired.

All requests for rooms should be made through this committee:

C. W. MERRILL, Chairman,

D. A. NEAL, Secretary,

C. D. BAKER, Treasurer,

Ex. Com. 32d Grand Division.

Room 223 South Terminal, Boston, Mass.

A Washington woman recently hired a negress. Going to the kitchen one day, she was amazed to find the negress sitting on the floor, with her hair standing out from her head like a black nimbus. The girl was pulling one curly lock and then another in such a way as to suggest that she had suddenly lost her reason.

"What on earth are you doing, Mary?" gasped the lady of the house.

"Nawthin', ma'am; only I has got a sore throat an' was jest tryin' to find de lock dat would pull mah palate up an' relieve de tickle."—New York Herald.

### Humor of Journalism

Next to a million dollars a hearty laugh is about as pleasant a thing as one can have. Everybody really wants to laugh. No man and no newspaper can be really great without a sense of humor. The Chicago Record-Herald regards the promoting of smiles and laughter as a part of the legitimate mission of the press. For years the "Alternating Currents" column of S. E. Kiser in that paper has been a daily source of delight to its readers. The cartoons of Ralph Wilder on the first page also are designed to make people laugh—and to make them think as well. In fact, the humor of The Record-Herald, like its news columns, is always clean and kindly as well as amusing and entertaining. It affords a striking example of the right way to "tell the truth laughing."

Famous humorists contribute to the Sunday Magazine of The Record-Herald, with the popular novelists and celebrated writers on timely questions. Both text and illustrations are of the highest standard of periodical literature—the new idea in Sunday journalism perfected.

### The Return of the Ships

The world-encircling voyage of the American fleet came safely to an end when the sixteen battle ships, under Admiral Sperry, having finished the last run of 3,600 miles from Gibraltar, dropped anchor in Hampton Roads in February. Here the entire fleet, including the escorting third squadron of the Atlantic fleet, under Rear Admiral Arnold, was reviewed by President Roosevelt on February 22. It was exactly one year and sixty-eight days before that the President had started the fleet off from this same port on its famous cruise around the world. In this period the ships covered a distance of approximately 45,000 miles, touched at many ports in South America, Australia, Japan, China, and points in the Mediterranean, and received everywhere the most gratifying welcome from private and official sources. In every way the cruise has been a pronounced success. Not a single accident marred the course of the entire voyage. In fact, the ships, in the opinion of the commanding officer, returned home in even better condition than when they steamed away. The experience has been a valuable one for officers and men. The fleet—in the words of Admiral Sperry—has "found itself," the long and harmonious service together having vastly increased the working efficiency of each individual unit and their combined effectiveness as a fleet. This American naval achievement has set new standards for various phases of naval efficiency. Foreign nations have observed it with keen interest, while to the American people it has been a source of pride as well as an

object lesson in the value of an effective naval force. The President's action in dispatching the battleships on this unprecedented cruise has been fully justified by its excellent results.—From "The Progress of the Word," in the American Review of Reviews for March.

### Some Favorite Old Songs

The very oldest favorites are what are called folk-songs, that have originated nobody knows how.

Two Irish favorites are "Robin Adair" and "The Last Rose of Summer," the words of the latter being Thomas Moore's. Of the Scotch three prime favorites are "Auld Lang Syne," "Coming Through the Rye" and "Annie Laurie," Burns supplying the words for the first two, while Annie's charms were described by her devoted laddie, William Douglas. The song goes straight to the heart, and the British army sang it all through the Crimean war, when

Each heart recalled a different name,  
But all sang "Annie Laurie."

The French have furnished two splendid war songs, "Malbrook" and the "Marseillaise." The first, author unknown, was intended to deride Queen Anne's great general, Marlborough; but he defeated the French so thoroughly that the song was adopted by England, and is heard there to this day. The "Marseillaise" was the great song of the French Revolution. It was composed, words and music, in a single night by Rouget de Lisle, an army officer. It is generally deemed the finest of national songs.

England also has a grand one, "God Save the King," written and composed at white heat in 1740 by Henry Carey, and sung by him the next day at a patriotic celebration. About 1832 Rev. S. F. Smith, of Massachusetts, fitted to this tune his American national ode, "My Country, 'Tis of Thee." Our other national hymn, "The Star Spangled Banner," is deservedly popular. The tune is old English; the words were written in 1814 by Francis Scott Key, a Baltimore lawyer, while watching our flag on Fort McHenry during its bombardment by the British fleet.

Two of our Civil War songs seem destined to immortality, "Dixie" and "Glory Hallelujah." "Dixie," the South's favorite song, was composed by an Ohio Unionist, Daniel D. Emmett, as a minstrel "walk-around"; while "Glory Hallelujah" was a Southern camp-meeting song, which found its way North just before the war.

Among old English favorites, perhaps the best of all is "Home, Sweet Home," composed and partly derived from a Sicilian folksong by Sir Henry Bishop in 1823, the author of the words being an American, John Howard Payne.—Charles S. Elliot, in The Circle for February.

### Proposals and Arguments

I will confess that I attach much more importance to men's theoretical arguments than to their practical proposals. I attach more importance to what is said than to what is done; what is said generally lasts much longer and has much more influence. I can imagine no change worse for public life than that which some prigs advocate, that debate should be curtailed. A man's arguments show what he is really up to. Until you have heard the defense of a proposal, you do not really know even the proposal. Thus, for instance, if a man says to me, "Taste this temperance drink," I have merely doubt, slightly tinged with distaste. But if he says, "Taste it, because your wife would make a charming widow," then I decide. I would be openly moved in my choice of an institution, not by its immediate proposals for practice, but very much by its incidental, even its accidental, allusion to ideals. I judge many things by their parentheses.—Gilbert K. Chesterton in the February Forum.

### What's in McClure's

George F. Parker, in his second paper on Cleveland, in the March McClure's, gives the first authentic story of the remarkable campaign which elected him to the presidency a second time. Prof. M. A. Rosanoff describes the experiments made by scientists which show, with the exactness of mathematics, the effects of alcohol on all human activities; A. J. Conant, the artist, tells of his experiences in painting a portrait of Lincoln; T. R. MacMechen describes the country where Roosevelt will hunt in South Africa, and James L. Ford contributes a paper on "Our National Stage." Mrs. Humphrey Ward's great novel, "Marriage a la Mode," is continued, and the number contains the following short stories: "Bibi Steinfeld's Hunting," by Eleanor Stuart; "The Reformation of Jack Ketch," by James Hopper; "Mrs. Sweeney's Vengeance," by Charles R. Barnes; "The Fountain Light," by Fielding Ball; "The Vacant Road," by George Kibbe Turner; "The Strength of the Law," by F. J. Louriet, and "The Reckoning," by Robert Lounsbury Black.

### Pacific Monthly Railroad Stories

The Pacific Monthly of Portland, Oregon, is publishing an interesting series of railroad articles. Every railroad man, whether he is a section boss or railroad president, will be interested in these articles.

In the January number is published a profusely illustrated and graphically told story of the building of the North Bank Road. This story is by Lute Pease, the well-known western writer, and is of intense interest.

In February, Mr. W. F. Bailey, the well-known railroad historian, has a striking article on the Great Northern System. In the March number Mr. W. F. Bailey will tell the story of the Northern Pacific.

While these articles have very much of historical and statistical information, they are told from the human interest standpoint, and are intensely interesting to every man who has ever twisted a brake, pulled a throttle, sat at the key and sounder, or punched a ticket.

Send twenty-five cents in stamps to the Pacific Monthly, Portland, Oregon, for the January and February numbers.

The Pacific Monthly tells all about the West, is beautifully illustrated, and publishes strong and readable fiction. If you are not getting it, you ought to be.

### Be Sure You're Right—Then take a long think and mind your own business

The other day a man traveling on a shore line train noticed, protruding from an overhead rack, a dress suit case which he recognized as belonging to a friend. He knew that his friend always got off at the station which they had just passed, and as he was not in the seat the conclusion was inevitable that he had jumped off the train and forgotten it.

The man called the conductor and explained the case to him. After some discussion and a mild protest on the part of the conductor that it wasn't a part of his duty, the suit case was put off at the next station, with instructions to send it back on the first train the other way.

The man, feeling that he had done an able and friendly act, settled down for the rest of his journey.

But not for long. The face of his friend who had been in the smoker and who happened on that particular afternoon to be going on to New London to attend a dinner party—loomed before him.

The moral of this is, of course, quite evident.

Be sure you're right and then mind your own business.—Life.

"She's got a future."

"Can she act?"

"No, but she can work her eyes better than any lady in the business, and as for wearing swell clothes—gee, she couldn't do better if she was twins!"—Life.

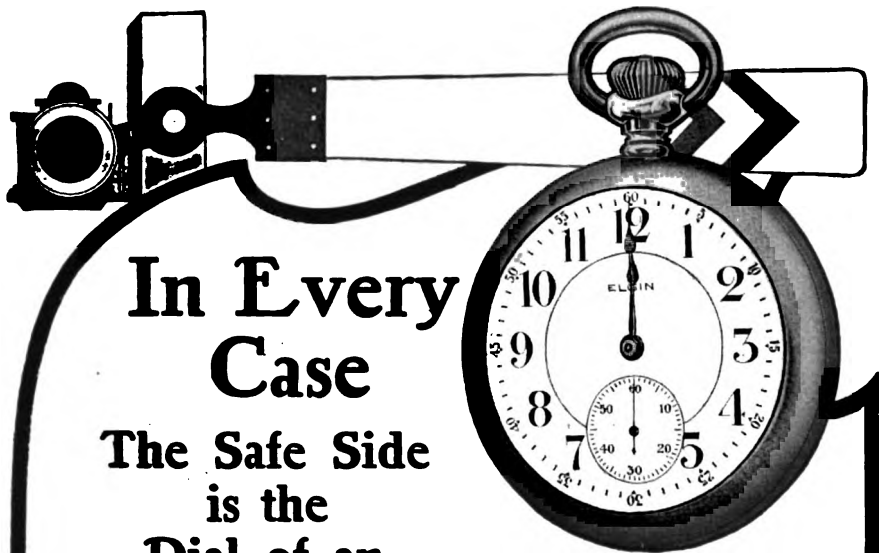
"Tough old world this," sighed the anvil. "I get nothing but hard knocks all day long."

"Yes," assented the bellows, "and I am always hard pressed to raise the wind."—Boston Transcript.

# Mortuary Record

ANDERSON—Brother J. W. Anderson, Division 131, Little Rock, Ark.  
BARTON—Brother C. L. Barton, Division 136, Huntington, W. Va.  
BRADSHAW—Brother D. A. Bradshaw, Division 177, Alliance, O.  
BOROUGH—Brother A. K. Boroughs, Division 131, Little Rock, Ark.  
BROWN—Brother J. Brown, Division 107, Cincinnati, O.  
BROWER—Brother H. Brower, Division 41, Blue Island, Ill.  
CONLEY—Brother M. Conley, Division 513, Ludlow, Ky.  
CONNORS—Brother A. W. Connors, Division 1, Chicago, Ill.  
CHANDLER—Brother N. T. Chandler, Division 159, City of Mexico, Mex.  
COMFORT—Brother S. R. Comfort, Division 69, El Paso, Tex.  
DUPONT—Brother A. J. Dupont, Division 198, Springfield, Mass.  
DUNDEN—Brother J. Dunden, Division 261, San Luis Potosi, Mex.  
DORSEY—Brother G. D. Dorsey, Division 123, Macon, Ga.  
EDGERTON—Brother W. F. Edgerton, Division 196, Jacksonville, Fla.  
FREEMAN—Brother L. A. Freeman, Division 161, Parsons, Kans.  
HUDDIE—Brother C. N. A. Huddie, Division 73, Ashtabula, O.  
HALE—Brother C. Hale, Division 44, Denver, Colo.  
JORDAN—Brother T. Jordan, Division 52, Port Jervis, N. Y.  
JONES—Brother A. H. Jones, Division 120, Huntington, Ind.  
JONES—Brother M. L. Jones, Division 247, Trinidad, Colo.  
KENDALL—Brother C. A. Kendall, Division 457, Atlanta, Ga.  
KNISS—Brother C. Kniss, Division 423, Dalhart, Tex.  
LAUGHNEY—Brother M. Laughney, Division 426, Monclova, Mex.  
MILLER—Brother F. O. Miller, Division 177, Alliance, O.  
MAXWELL—Brother J. Maxwell, Division 382, Pittsburg, Kans.  
MOBLEY—Brother R. E. Mobley, Division 310, Mobile, Ala.  
MCKINLEY—Brother F. McKinley, Division 91, Portland, Ore.  
OLDHAM—Brother W. S. Oldham, Division 476, Oklahoma City, Okla.  
PATTERSON—Brother J. K. Patterson, Division 9, Elmira, N. Y.  
PAINTER—Brother T. Painter, Division 94, Winnemucca, Nev.  
RODDY—Brother T. Roddy, Division 244, Colorado Springs, Colo.  
RANGE—Brother A. J. Range, Division 250, Bristol, Va.  
STERNER—Brother B. O. Sterner, Division 470, Los Angeles, Calif.  
SPEICE—Brother C. B. Speice, Division 126, Omaha, Neb.  
SCOTT—Brother J. W. Scott, Division 229, Reading, Pa.  
SPAUGH—Brother J. F. Spaugh, Division 318, Asheville, N. C.  
THOMAS—Brother L. D. Thomas, Division 134, Bellevue, O.  
WHALEN—Brother F. E. Whalen, Division 288, West Superior, Wis.  
WAGNER—Brother W. G. Wagner, Division 201, McKees Rocks, Pa.  
WALL—Brother J. W. Wall, Division 324, Bluefield, W. Va.  
WILKINSON—Brother W. R. Wilkinson, Division 108, New Orleans, La.  
WELCH—Brother F. Welch, Division 455, Florence, S. C.

ANDREWS—Mother of Brother J. G. Andrews, Division 444, Olean, N. Y.  
BOYD—Father of Brother F. H. Boyd, Division 139, Knoxville, Tenn.  
BROAD—Father and mother of Brother T. H. Broad, Ft. Worth, Tex.  
GRIMES—Mother of Brother C. C. Grimes, Division 91, Portland, Ore.  
KILPATRICK—Wife of Brother J. Kilpatrick, Division 364, Oakland, Calif.  
KIDDER—Mother of Brother H. B. Kidder, Buffalo, N. Y.  
MILLS—Mother of Brother G. S. Mills, Division 379, Corbin, Ky.  
MARTIN—Daughter of Brother J. J. Martin, Division 210, Roanoke, Va.  
MILLER—Father of Brother M. C. Miller, Division 2, Buffalo, N. Y.  
NOLTE—Wife of Brother H. P. Nolte, Division 331, Columbia, Pa.  
RHOE—Wife of Brother J. J. Rhoe, Division 36, Pueblo, Colo.  
SPROLES—Wife of Brother G. R. Sproles, Division 379, Corbin, Ky.  
TOENNIGS—Mother of Brother F. L. Toennigs, Division 79, Peoria, Ill.



**In Every  
Case  
The Safe Side  
is the  
Dial of an**

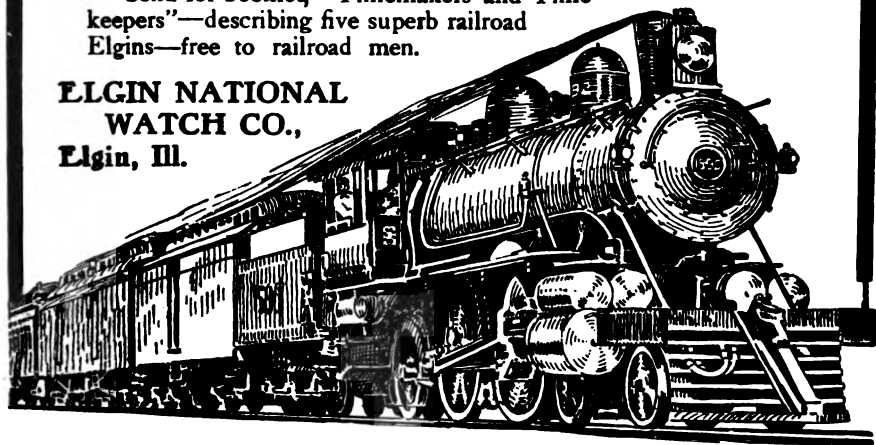
# **ELGIN WATCH**

**The Veritas Model is the great truth-teller  
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The signals will tell you where you are—the Elgin Veritas tells you every second where you *have got to be*. It gives you confidence—the ability to see things right. Most popular because most accurate.

Send for booklet, "Timemakers and Time-keepers"—describing five superb railroad Elgins—free to railroad men.

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**STYLE  
NEATNESS  
COMFORT  
THE IMPROVED**

# BOSTON GARTER

The Name is stamped on every loop—Be sure it's there

THE *Velvet Grip* CUSHION BUTTON

## CLASP

LIES FLAT TO THE LEG—  
NEVER SLIPS, TEARS, NOR  
UNFASTENS

**Worn All Over The World**

Sample pair, Silk 50c., Cotton 25c. Mailed on receipt of price.

**GEORGE FROST CO.**  
Boston, Mass.

**INSIST ON HAVING THE GENUINE  
REFUSE ALL SUBSTITUTES**



## A BIG THING IN COLLARS Litholin Waterproofed Linen Collars and Cuffs

are popular favorites with Railroad men, for though they are linen and look linen, they rub clean and white as new with a damp cloth. All soot and dirt absolutely removed in a moment. Won't wilt, crack or fray. Are you wearing them? They keep you neat and comfortable all the time, and cut down the laundry bills! All styles and sizes.

**Collars 25c. Cuffs 50c.**

Always sold from a RED box. Avoid substitutes!

If not at your dealer's, send, giving styles, size, how many, with remittance, and we will mail postpaid. Styles Booklet free on request.

**THE FIBERLOID COMPANY**

Dept. 24

7 Waverly Place, New York



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The tone, touch and magnificent wearing qualities of the Vose Piano are only explained by the exclusive patented features and the high grade material and superb workmanship that enter into their construction. The Vose is an ideal piano for the home. Over 60,000 sold. Delivered in the United States free of charge. Satisfaction guaranteed. Liberal allowance for old pianos and time payments accepted.

**FREE**—If you are interested in pianos, let us send you our beautifully illustrated catalog, that gives full information.

**VOSE & SONS PIANO CO.**  
161 Boylston St. BOSTON, MASS.



## UNDERSTAND BROTHER UNIONIST

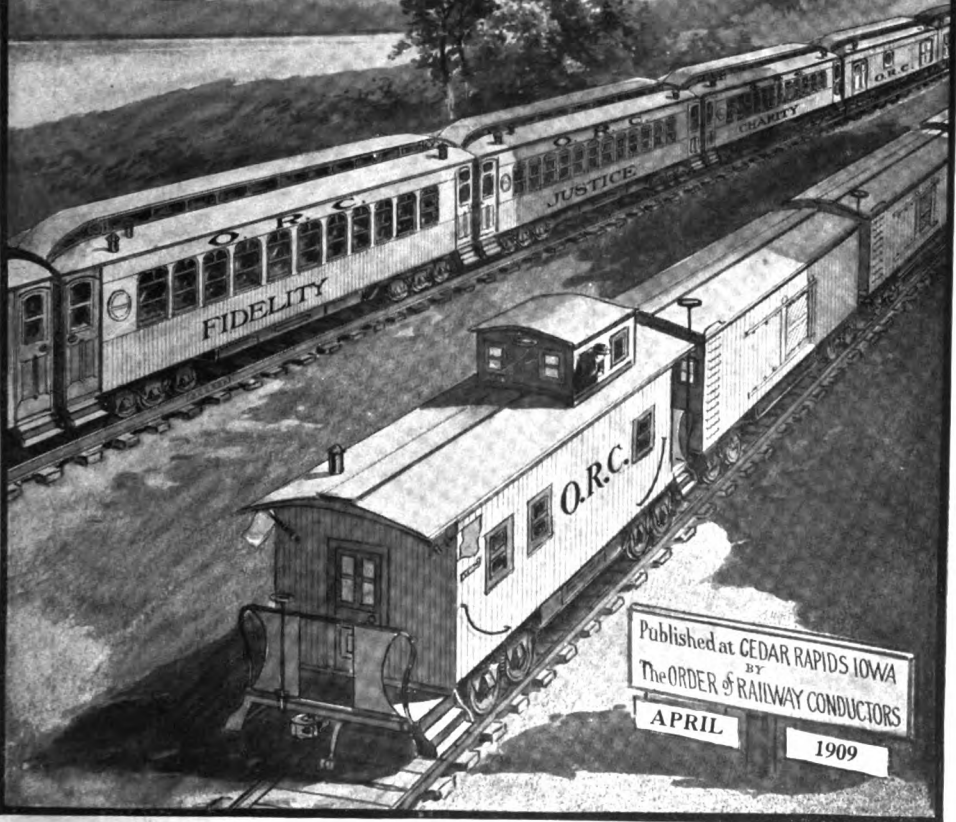
That the best made shoes—the shoes made under the best manufacturing conditions—the shoes that best stand wear—bear the union stamp, as shown herewith

Ask your dealer for Union Stamp shoes and if he cannot supply you write

**Boot & Shoe Workers' Union**  
246 Summer St. BOSTON, MASS.

APR 20 1909  
CAMBRIDGE, MASS.

# The Railway Conductor



# AN ELGIN

A good rail—a good engine

Comrades that make an engineer happy.  
That's what you call good railroad-  
ing. The VERITAS Model Elgin  
is the watch specially designed to  
meet all conditions of railroading.



Four other  
railroad  
Elgins in-  
terestingly  
described  
for railroad  
men in a  
booklet,  
"Timemakers  
and Timekeepers"  
—the history of the  
locomotive and the watch.

*Free on request.*

**ELGIN NATIONAL WATCH CO.,  
Elgin, Ill.**

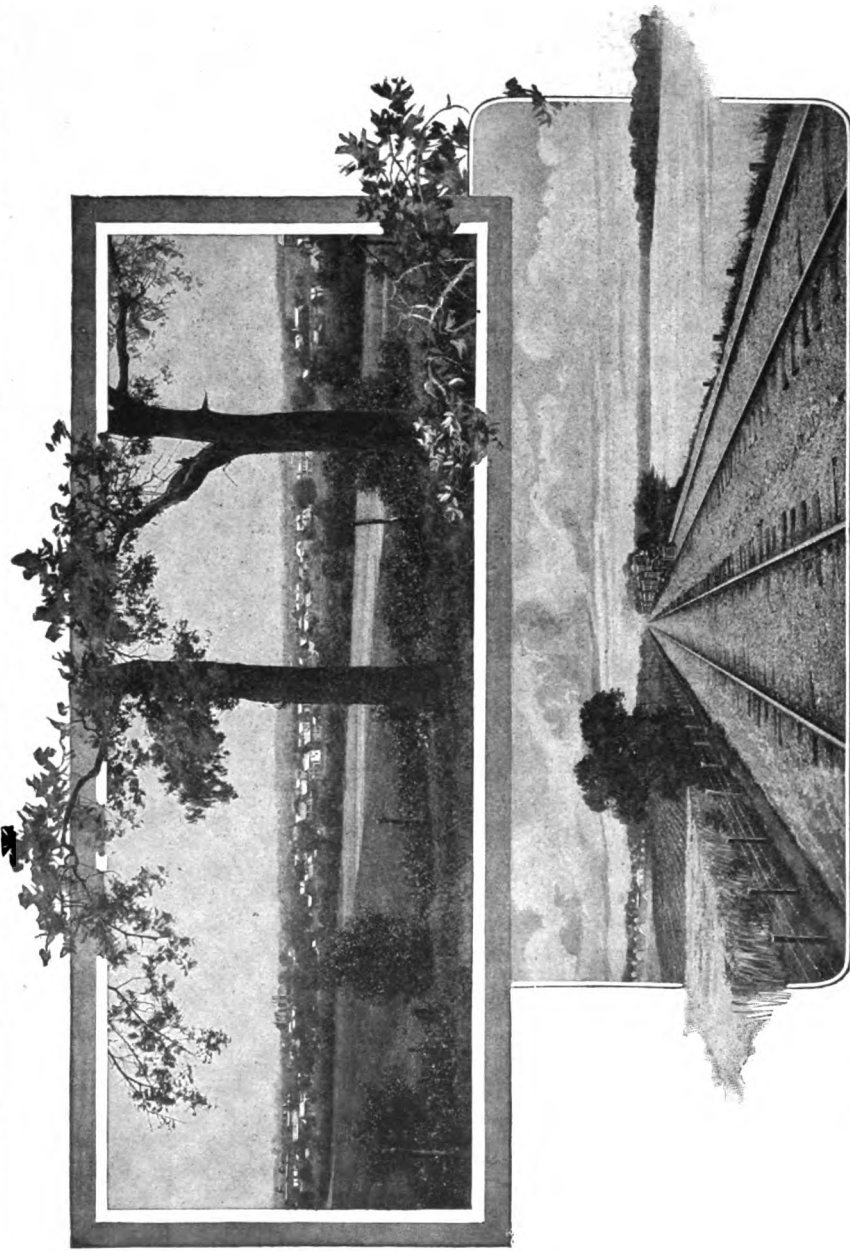
## **"Laugh and the World Laughs with You"**

BY ADELBERT CLARK

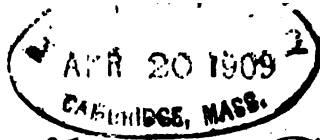
The world has no use for sorrow,  
No fount for a flood of tears,  
For life is too short and precious—  
Too fleet are the passing years.  
So bury it deep—your trouble,  
Weep not for the bird that's flown,  
"If you laugh, the world laughs with you,  
If you weep, why, you weep alone."

There is sunshine and hope and gladness  
To pay us for pain and wrong;  
There is beauty and love and flowers  
And birds of the sweetest song.  
There is nothing gained by grieving  
Over a cold, carved stone,  
"If you laugh, the world laughs with you,  
If you weep, you must weep alone."

Learn well, the lessons from nature,  
Of what the great past has been,  
And profit by all its teachings—  
The rise and the fall of men.  
Wear a smile when the clouds are darkest  
And the sweet voiced bird has flown;  
"If you laugh, the world laughs with you,  
If you weep, you will weep alone."



ROCK RIVER NEAR STERLING, ILL.—CHICAGO & NORTH-WESTERN RAILWAY.



# The Railway Conductor

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F. H. PEASE, EDITOR.

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W. N. GATES, Advertising Agent, Garfield Building, Cleveland, Ohio.

VOLUME XXVI

APRIL, 1909

NUMBER FOUR



## Address of Mr. L. E. Johnson

President Norfolk & Western Railway Company, Before the Farmville Board of Trade,  
Farmville, Virginia, December 17, 1908

It is with a great deal of pleasure that we, as the representatives of the Norfolk & Western Railway Company, are present with you this evening for friendly and neighborly conference concerning matters which are of mutual interest. One of the great pleasures that come to me, as part of the result of holding the office that I do, is the opportunity that it affords me, from time to time, to join in and be a part of assemblies of the business men of the various communities through which the road that I have the honor to represent traverses; and I have felt that no opportunity should be neglected on my part to become personally acquainted with the people whom our road serves, and I know no better way to become acquainted with the progress and the resulting needs of transportation than by meetings and discussions of this kind.

These conferences can now take place with particular advantage, owing to the fact that, under the laws of the country, such conferences can no longer be deemed objects of suspicion. We all well know that there can be, now-a-days, no swapping of favors between railroads and their shippers, nor between railroads and communities; but that each community is entitled to receive a just, fair and equal consideration from the transportation company, according to the character and amount of business which it is ready and able to furnish. It is upon this basis that I have been mingling today with the people of Farmville, in order that I may receive a

broader and more comprehensive view of your need, and also that I might say some brief word in respect to the viewpoint of the railroad, to the general end, that each of us may have a more enlarged and sympathetic view of the general situation as it affects our mutual interests, and that each may give to the other a just and fair consideration of their requirements.

In discussing railroads and the enormous development thereof in this country, and making predictions with reference to future developments, it is interesting to reflect for a moment as to the things that have been accomplished in the past. In this connection, you are reminded that, in the year 1830—a date that is within the lifetime of your older citizens—there were only about twenty miles of railroad operated by steam power within the United States, and that twenty miles located only about two hundred miles from the town of Farmville. In the year 1907, however, there were over two hundred and thirty thousand miles of operated steam railroad in the United States; embracing single, double, three, and four tracks, and, in some cases, even as many as six tracks. This enormous increase of transportation plant involved the giving of active and honorable employment to more than a million and a half people; and the construction of this work has been the means of developing untold wealth in various sections of the country, whose resources, without such means of transportation, would necessarily have remained idle and undeveloped, or only sub-

ject to the slow development incident to the growth of the local community which could, at best, only consume a small part of what the tributary country was capable of producing.

The educational and christianizing influences that result from building railroads ought to be well appreciated by all of our people; yet, this is not frequently commented upon, though it is only necessary to mention the fact, and the least reflection will give assurance of its truth. Not until the railroads of this country had joined together the Atlantic and Pacific oceans, and the same mode of communication had been provided from the Gulf of Mexico to the extreme boundary lines of our northern sections, did it come about that an equal and comparatively uniform state of society and reasonable protection of person and property become the rule throughout the entire United States. Prior to the existence of this condition, life and property was unsafe on any of the outskirts of civilization, and bear in mind that these outskirts of civilization were the sections of country in which the locomotive of the steam railway had not penetrated; hence I think we must conclude that the railroads of this country have doubtless played the largest part in the civilizing and, in fact, the christianizing of the country, and bringing all of its parts up to the same reasonable level of moral and intellectual attainment.

In doing this work, the railroads of the country have been pioneers, and it is a well-recognized fact that they have reached out in their progress of development far and away in advance of the requirements of many sections. This pioneer development has been doubtless necessary, and, although in most cases it has not been remunerative to those who have risked their money in the enterprise, yet the good that has been accomplished must be a reasonable reward to those who have borne the burden of pressing forward such work. Our predecessors of less than a generation ago have been busy in carrying on this great pioneer work, but a burden equally important rests upon those of us who have today responsibilities in connection with railroad operation and construction. We, today, are serving a larger and more con-

gested population, and the incessant demands of modern business which call upon the railroads for lateral lines, industrial sidings, more and more double track, stronger bridges, with reductions of curves and grades, and larger terminal facilities, are pressing upon us each day in response to a never-ending demand which comes from a progressive people, who are determined to move forward to the highest possible development.

Hence you perceive that the management of a railroad company today, in its operation and constructive improvements, has just as many problems and difficulties to face as the railroad manager of a generation ago, whose principal duty was the construction of a single line of track between two great centers of business. The demand now is for economic administration of every business, and hence the facilities must be furnished whereby such economics in manufacture and delivery may be practiced. This is a duty which this generation owes to those who are coming on, and those who engage in furnishing us statistics give reasonable assurance that the generation succeeding this will be numerous enough to use successfully all of the facilities that we can possibly provide.

Some intelligent estimates have been recently made that one billion dollars should be spent during the next ten years upon the railroads of the South. (The South being designated as the section south of Potomac and Ohio rivers, and east of the Mississippi.) This means the expenditure of one hundred millions of dollars per annum for the period just mentioned, in order to fully provide for the increased demands for transportation facilities for the industrial development and the increased population which is seeking to take advantage of the great development which is in progress.

My own judgment leads me to believe that these great sums of money may be spent with advantage to the transportation companies, and the expenditure, if wisely made, would undoubtedly itself aid greatly in accomplishing the development which is thereby to be provided for.

Again, statisticians who have studied the growth of population in this country in the past, and the ratio which will probably

measure its continued growth during the next twenty years, give reasonable assurance that this country in the year 1928 will have a population in excess of one hundred and thirteen millions of people. These are startling figures, and if they are reasonably correct, they demonstrate the fact that this generation owes a duty, not only to itself, but to those who are coming after in the near future, to provide for the comfort, well-being and happiness of a succeeding generation in the same measure that we have enjoyed the forethought and provision made by those who have preceded us. No single element can contribute more to the comfort and prosperity of a people than improved transportation facilities.

How can these facilities be provided? It is a recognized fact, that just at the present time and for the past few years, there has been a halt in the progress of development on these lines, and the reason of it must be ascertained and the cause removed, else the transportation companies will find it impossible to do the allotted work which properly belongs to the present generation.

For my own part, I believe that the railroad development of today is suffering from a lack of co-operation and confidence on the part of the general business interests of the country. It is always easy to exploit political theories with reference to the restrictions that should be placed upon railway companies, and those theories usually result in loss tending to reduce their earnings and earning power. This is not unnatural, but yet, in the consideration of such economic questions, when they are brought before the state or nation, this great transportation business upon which so much other business is dependent, ought to have the intelligent and co-operative judgment of the other business interests of the country, in order that no great harm should come to it as the result of the ill-considered legislation. During these past years, the railway companies of the country have not felt that they have had the intelligent and discriminating support from other business interests which they should be entitled to receive. It is true that evils have crept into the management of railway properties, yet, on the whole, the managements of the railway companies have been as honest in

their dealings as the other business interests of the country; and if it has been discovered that a railway company has granted a secret rate or rebate it has also appeared that such favor was granted at the solicitation and threat of the individual that was most to be benefited by the wrong. I do not make any apology for, nor do I attempt to condone any unlawful acts of the railway companies in years gone by, but I do say, that when there has been a change for the better, with regard to certain practices and conditions, the railway companies should only bear their proper portion of criticism for what has gone before, and should not be compelled to be the target for adverse legislation for crimes which they committed, it may be, but only as a part of the system of business which had grown up in the country and which now has happily been abandoned.

It has been ascertained by good authority that the wealth of this country is approximately divided into three great shares, and that one-third of this wealth is represented by agricultural industries, embracing the value of lands used for such purposes, the products of such lands, and all kinds of live stock; that another third is represented by the value to be placed upon the property held in the cities and towns of the country, which includes the value of such city real estate, the mercantile and manufacturing industries so located; and the remaining third is represented by the property held under various corporate interests, in which are included the railroads of the United States.

When one considers the intimate and close relationship which exists between all classes of property as affected by the ability to secure for it transportation facilities at convenient and successive intervals and at reasonable rates, the fact must be brought home of the necessity of maintaining the companies in good standing by sympathetic co-operation; and that any policy of a nation which leads to a lack of confidence in the ownership and management of such properties must reflect itself, not only in the character of service and earning power of the properties themselves, but, will also be reflected in the business prosperity of the industries dependent upon transportation facilities. Every influence of fair deal-

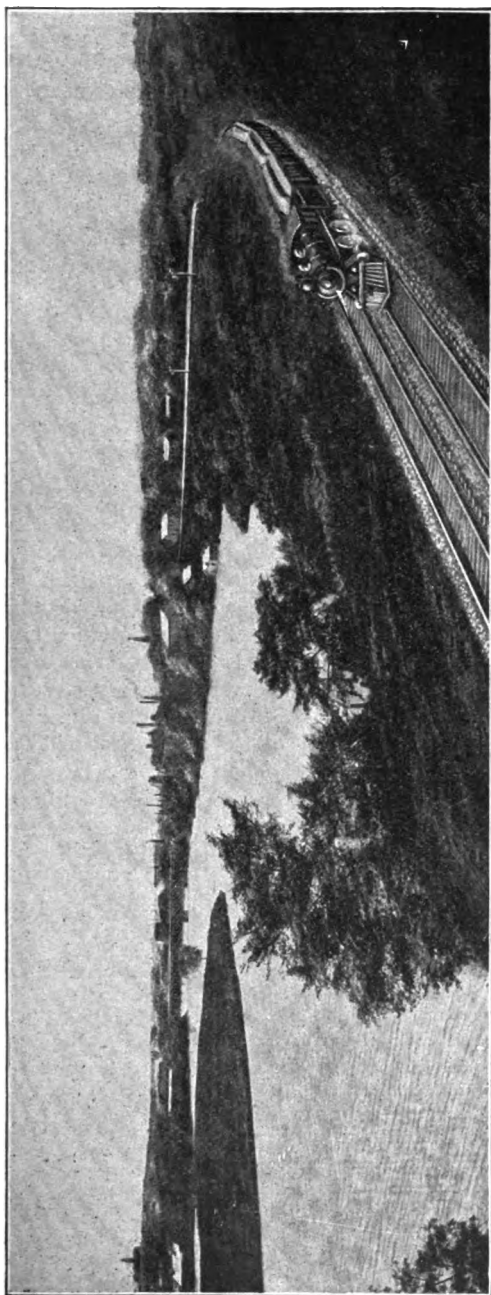
ing, as well as selfish interests, demands that such bodies as yours shall take an active interest in creating a healthy and reasonable sentiment in respect to the railroads of Virginia, in order that people engaged in this character of development may be well assured that every investment that they may make in the development of the transportation facilities of the State of Virginia may be accorded that reasonable protection which is received by every other species of invested capital.

When we look at the returns that are received in this country upon invested capital, it is at once recognized that the average returns upon capital invested in railroad securities are less than on similar capital invested, perhaps, in any other character of industrial development. Statistics have shown that the returns upon capital invested in agricultural pursuits average about nine per cent., and that similar capital invested in manufacturing industries yields an average return of about fourteen per cent., yet the total return upon capital invested in railroad securities for the fiscal year of 1905 aggregated but four and nine-tenths per cent. In this same year, it also appears that only sixty-two and eight-tenths per cent. of the issued stock of transportation companies paid any dividends at all, and the average rate of such dividends that were paid amounted to less than six per cent. Under these conditions the friendly attitude of the people at large must be assured, as at best it must be realized that investments in transportation securities are not attractive, and they must be made relatively more remunerative in order that capital may be attracted to and retained for the development of this business. This can not be unless such investors feel that the business has the confidence and friendly co-operation of the people at large.

Much has been said from the platform, and much more through the press of our country concerning the over-capitalization of railroads and the issuing of what is commonly known as watered stock. This condition has been greatly exaggerated, for very recently the Interstate Commerce Commission has ascertained that the outstanding amounts of all the securities of the railroads is many millions of dollars

less than the commercial value of the properties represented by such capitalization. And let me, in addition, remind you that there are but very few railroads that have not some time in their life passed through a receivership; and in each case the holders of the securities have lost a large part of the actual investment that had been made. In the rehabilitation of these bankrupt properties, stock has frequently been issued which did not represent a money consideration at that time, but in most cases such stock represented securities surrendered, which themselves represented the actual payment of money that had gone into the property and on which the property was not able to pay a dividend. The new stock thus issued represented an equity of honest anticipation that the future development of the property would enable it to give some return to those who had faith in the development of the country and the enhancement of values which would create an earning power resulting from reasonable rates that would bring a final return to those who had put their money in a public enterprise.

One other matter should be also recognized by the general public: that is, that the railroads of this country are facing the highest cost of operation that has ever been known in the history of the properties; yet, in spite of such facts, they are today maintaining the lowest scale of railway rates in existence in the world. These high costs are an incident to increased wages, increased taxation, increased cost of materials, and increased number of employees, many of which costs are necessary to carry out laws and regulations in respect to the conduct of the operation of the business of the company; and the American people should recognize, if such regulations represent the deliberate will of the people, that the companies are bound to receive an income sufficient to meet the requirements of law. In order to meet these requirements, as well as to enable the railroads to continue their present work of development and improvement, and the maintenance of their present scale of wages, and inasmuch as they have but one thing to sell, namely, transportation, and the price of that must be alike to all, the fact stares us in the face



VIEW NEAR JANESVILLE, WIS.—CHICAGO & NORTH-WESTERN RAILWAY.

Janesville is one of the most important cities in southern Wisconsin. It is beautifully situated on the Rock River. The river is crossed within the city limits, about one mile south of the station. It is the county seat of Rock County and is surrounded by a rich farming country, the chief crops being tobacco and sugar beets. It is a good market for leaf tobacco, some forty warehouses being maintained here. Janesville is also an important manufacturing and grain milling center. One of the city's many educational institutions is the State Institution for educating the blind. The train skirts the banks of the Rock River for several miles after leaving the city, through some very picturesque scenery.

that there should be some increase in the price of the commodity which the railroads have for sale.

Do not let cold chills, however, run up your back, and do not become in any way excited over this statement. The fact, however, remains that some increases will be necessary, but this can be accomplished without injuring any business interests of any community.

A great deal has been published during the past three months to the effect that the railroads were contemplating a horizontal advance in freight rates. Such are not the facts, and I can assure you that at no time that this question has been before the railroad people has it been contemplated, or even considered necessary, to make a horizontal advance of all freight rates and passenger fares in this country. On the contrary, this question has been approached with the utmost care and solicitude by those who have taken part in the consideration of the matter. We are firmly convinced that there are some commodities and some classes, the rates upon which as now published are not commensurate to the cost of the service rendered or the value of the service to the shipper; and an advance upon some classes and some commodities here and there, in my judgment, can be made without doing injury of any kind, either to the shipper or the consumer; and such advances can and should be made in justice and equity, but not until the matter has been carefully considered, and the increase distributed in such an equitable manner as to result in no injury to any business interest of our people.

Before closing these remarks, I think it is proper to state what, in my judgment, is the attitude of our company in respect to the governmental policies which have been under experiment during the recent years just gone by. We are quite well aware that the prevailing doctrine of government regulation is substantially approved of by the American people; but governmental control without responsibility can not be carried to excess without bringing disaster upon a great business which is necessary to the development of the country. All laws, which have an intelligent purpose of preventing any kind of discrimination on the

part of the railroad companies, are wholesome, and should receive the support of every citizen, whether engaged in the transportation business or not. There are other rules and regulations affecting economic questions, and notably, matters concerning rates, the regulation of which by government control, in my judgment, should be approached by the legislatures and commissions of the country with great care; and unless it should appear that the railroad companies have actually abused the matter of rate making, no governmental interference should be exercised in respect to this matter. The question of rates is always a difficult one at best, and knowing, as I do, that the great majority of the rates of the country are controlled by the imperious law of competition, my own feeling is that the greatest development of this country can be obtained by refraining from governmental rate making until, at least, the effect of the laws of competition in connection with the enforcement of laws against discrimination may be fully tested in respect to the transportation business.

I am fully in accord with the principle that the railway companies, exercising the public function of maintaining and operating highways, should be subject to such necessary public regulation as may be essential to safeguard the rights of the people who may avail themselves of such facilities, but, as a citizen, I do not desire to see the exercise of that supervision carried to such minute detail as may be likely to destroy the initiative of the people who are engaged in a great business, necessary for the development of the country, and such control should be, as near as possible, effected through general laws that may be understood and recognized as the limits of this regulation. I believe that this can be easily accomplished when the agitation against railroads shall cease, and we shall return to a proper spirit of confidence in one another, with the understanding and determination that each requires the other's assistance in solving the great problem of adequate and **safe transportation, which is such an important element in the development of this commonwealth.**

In connection with this matter, I shall be glad to quote to you from an admirable

address delivered by Mr. George A. Post, president of the Railway Business Association, on the seventeenth of November, 1908, before the Western Railway Club, at Chicago. Mr. Post is not a railroad man. On the contrary, he is a manufacturer, merchant and shipper of goods, and I concur fully in what he says, and you will observe that it is in line with the remarks which I have already made. I quote as follows:

"If the attitude of the public toward railroads is devoid of imagination as to the future, and insists upon reducing present revenues to the smallest possible amount, the investor will turn to other fields of investment, and woe be to America if he does!

"The crying need of the hour is that government officials and the public generally, in considering railroad problems, shall show, not their power, but their wisdom.

"It is for railroads as America's most potent means to national prosperity and growth that I am an advocate; railroads with Herculean financial strength to cope with the problems of the future. Our mission is to clarify the atmosphere so that the people will look upon railroads as tremendous agencies of civilization, which have a record of glorious achievement, with their mental vision undimmed by too much contemplation of mere human error in their administration. Railroads must, of course, be operated by men, men with knowledge and genius, intermixed with human frailties. But men come, and they pass, adding their mental mite to the great work, while railroads must go on forever, growing greater and greater, and doing greater things as years go by. If Americans are wise to their own selfish interests, they will foster, they will guard them with the jealousy of patriotic devotion and see

that no harm shall come to them. No popular clamor which loses sight of their intimate relation with our national glory should be permitted to put these greatest agencies of progress in chains."

In conclusion, let me say just one word more: I have an abiding faith in the judgment, good sense and fairness of the American people, and their verdict upon any proposition upon which they have received intelligent information will be, in my judgment, correct.

The cause of the railroads has been in the lime-light of criticism during the past five or six years. The American people have been thinking over the situation. The first information they had was from agitators who were to be benefited politically by agitation. Gradually the true facts have permeated the body politic and the conclusion seems to be coming that the railroad companies of this country, with hard problems before them, are being managed by American individuals with the same degree of business ability, honesty and character that the other great businesses of the country are conducted; and that these companies are entitled to the same just, fair and reasonable consideration that the other business interests of the country receive at the hands of the people. I shall be satisfied with the final verdict and judgment of the American people, and I believe that it will be, that these companies shall, under that reasonable regulation of law, which ought to control a business engaged in quasi public service, be bidden to proceed with the great work of development which they have undertaken, with the assurance that they will receive at the hands of the people the same just and reasonable consideration that is accorded to every other individual and property interest protected by American law and sentiment of fair dealing.

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### Little Kindnesses

You gave on the way a pleasant smile  
And thought no more about it;  
It cheered a life that was sad the while,  
That might have been wrecked without it,  
And so for the smile and fruitage fair  
You'll reap a joy some time—somewhere.

# Afloat With the Battleship Fleet

WRITTEN BY MR. RAY SMITH TO HIS FATHER, BROTHER E. E. SMITH OF DIVISION 125.

U. S. S. New Jersey,  
En Route Albany, W. A.

Dear Home Folks:

I don't know what you all think of me for not writing to you for so long a time, but you know that life is strenuous in the navy these days, especially since we struck Australian ports, and our time is occupied almost constantly with something. When we are in the port we can only think of our liberty, and are lucky if we are able to snatch an opportunity to send a few postals, and at sea it is work, work, work, and drills constantly for the coming battle practice in Manila bay. I have sent postals pretty regularly though, and that is something. You ought to have a pretty fair collection by this time, haven't you? And another thing, aside from one letter from Bessie, which I must answer, I have received no mail from home, and we got a big mail in Honolulu. I certainly was disappointed, too, for a little means a great deal to me, more than to you, probably, for you all have each other and I have nobody.

Well, I will try to tell you briefly the happiness of the last two months. Tomorrow we arrive at Albany, West Australia, but will only stop for coal, etc., and there will be no liberty, as it is only a small "burg" of about two thousand inhabitants.

The fleet left San Francisco at 2 p. m., July 7th, and were followed to the Golden Gate by a fleet of excursion steamers and other craft, loaded to the guards with cheering thousands, and out of the harbor into the Pacific, I doubt not, by the good wishes of all good citizens. We all felt a little sad at leaving the States after the magnificent reception tendered to the fleet by the cities of the west. There had been balls, receptions and entertainments galore, and we all fairly reveled in good times in every port we visited, from San Diego, Cal., to Bellingham, and I guess they were all as sorry to see us go as we were to leave them.

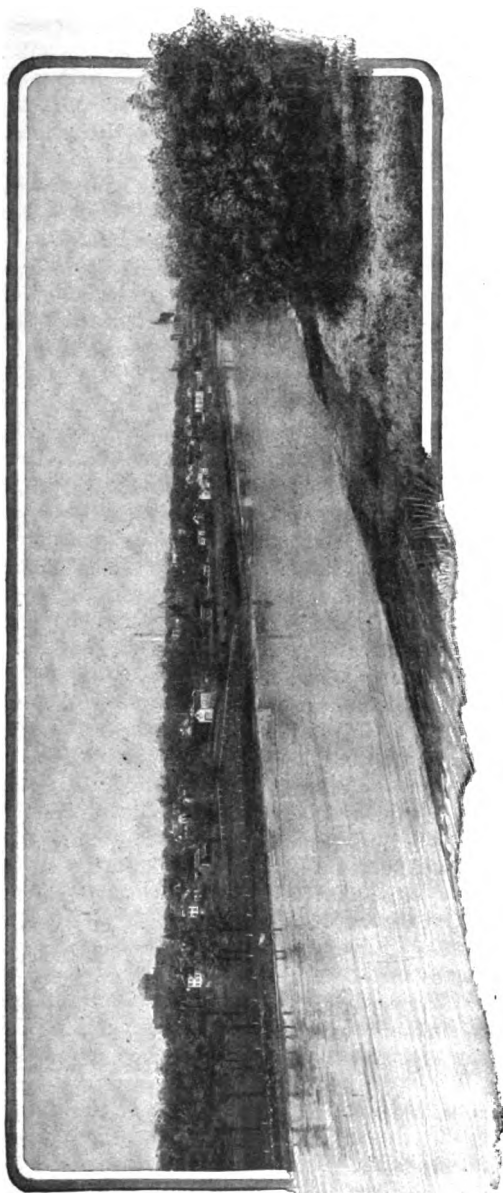
We made a pleasant and uneventful run to Honolulu, and dropped anchor outside the reef July 16th. The next day a battalion from each ship paraded ashore, and I

was among the lucky ones. We marched through all the streets of this beautiful little city and all Honolulu was out to see us. The Chinese and the Japanese seem to predominate in numbers, and in their queer eastern costumes gave an oriental aspect to things, which is contradicted, however, by the broad, well-paved streets and fine buildings in the more modern section of the city, showing the effects of American occupation.

As we were going back to the dock to embark the column halted and hundreds of young Hawaiian girls sprang from the crowd with armfuls of flower wreaths which they hung on our guns and about our necks until we were fairly covered with chains of flowers. We looked like flower gardens walking down the dock and all the fellows gave us the laugh when we got aboard. But it certainly was nice and we appreciated the flowers and the spirit in which they were given. I had myself kodaked when we got aboard, and will send you one. Don't think though, that I am quite as black as the picture shows, for although I am pretty badly sunburned, I don't look so much like a Kauaki.

I went ashore the next day and surely did have a good time. We walked around the town a little while and then went up to the aquarium, where they have a most wonderful collection of fish and marine animals. We took in a number of the numerous shows which abound on Fort street, and saw some clever native jugglers and the famous Hula-Hula dancers.

We inquired about some short excursion we could make inland, and were informed that we could easily ride out to the "Vali" and back in the afternoon. This just suited us, so after eating our dinner we hired horses and rode out Nuuanu avenue. There are many beautiful homes on this street, mostly residences of wealthy Americans, and at the gates of many were stationed servants who would stop our horses and insist that we come in. We accepted some of these invitations and while being served with sliced pineapple, soda



THE FOX RIVER AT GENEVA, ILL.—CHICAGO & NORTH-WESTERN RAILWAY.

The view up and down Fox River Valley, just before entering Geneva, is one in which rolling uplands, fertile and highly cultivated, form the background, while nearer at hand, the city nestles among the trees in quiet contrast to the sparkling waters of the river.

and cigars, were eagerly questioned by our host and hostess about home. I guess they are glad to meet anyone direct from the States.

Well, we rode out through a mountain pass, passing the "punch bowl," an extinct volcano, and going higher all the time. The roads were in fairly good condition, for mountain roads, but got rougher as we proceeded. At intervals we passed farm houses and Japanese florists, and once we stopped at a tiny store and purchased some fruit from the Chinese proprietor. At last when we began to think that the "Pali" was a myth, we turned a corner of the mountain and a truly wonderful sight greeted our eyes. The "Pali" is a great precipice dropping sheer from the mountain top to the sea level, 3,000 feet below. There is an embankment of earth surrounding a level space of perhaps six hundred square feet, and from this vantage point we saw the opposite side of the island from the fleet. A panorama of the northern side of the island was spread out before us, and in the distance a beautiful blue and shining in the sun, was the broad Pacific, dotted with little green islands. It was a truly wonderful sight, and one that I at least will never forget.

The wind from the sea, striking the face of the precipice blows upward with tremendous force, and one can hardly stand on the earthen wall for the force of it. But as I stood there I remembered the story that was told us by an old Kautasia in town. (The Kauaki is the native.) It was here that an invading army drove the army of Oalio, and beaten and overwhelmed by numbers, but disdaining to surrender, they leaped in a body over the precipice and were dashed to pieces on the rocks three thousand feet below.

We rode back to town, again partaking of the hospitality of a loyal American, and looked around for a place to eat supper. "When in Rome, do as the Romans do," you know, and so we went to a restaurant patronized only by natives. I had heard of "poi," the principal food of the Hawaiian, and so when we set down I ordered some. They brought in a large earthen bowl containing a black looking mixture and set it in the middle of the table. We didn't have

any knives or forks so I asked the waiter how to eat it. He showed us, all right, and he evidently thought we wanted the method illustrated, for without the least hesitation he shoved two fingers into the bowl, and after winding up about two yards of the stuff which was sticky and about the consistency of chewing gum, he stuck the whole thing in his mouth and swallowed it without winking. This was too much for the fellow I was with, and he wanted to leave right away, but I was determined to see what it tasted like anyway, so I stuck my finger into it and put a small quantity in my mouth. I tried to chew it, with little success, for it stuck to my teeth and the roof of my mouth. Well, I had enough, too, so we went up town and got a "civilized" meal. "Poi" may be all right, but give me pie every time.

Well, that is about all of Hawaii. I was ashore a couple more times, but I didn't do anything particularly interesting to you, except visit the "punch bowl," an extinct volcano: In due time we coaled ship, and July 22nd left Honolulu, en route to Auckland, New Zealand.

The Minnesota stayed over a day to get the mail from the States which arrived next day, and the 28th she came up with the fleet. We were just crossing the line at the time, and the fleet hove to and each ship sent a whale boat for mail. I guess there aren't very many people who receive mail in mid-ocean and on the equator, are there? A couple of days later we sighted the island of Samoa, passing close to the town of Pafio-Pazo, where the government has a wireless station. The gunboat Annapolis came out to meet us and fired a salute, which the flagship returned.

We arrived at Auckland August 9th, and received a very enthusiastic welcome from the people of New Zealand. It was a fine morning and everybody was out on the water in all kinds of craft. We steamed into the harbor and dropped anchor at 6 o'clock a. m.

Throughout our stay in New Zealand, I noticed that the people seemed to think that our visit to their shore marked an epoch in their history; that it was a great honor to entertain the American fleet, and that the visit would bring their islands.

into the "limelight," as it were. And I guess they're right, for a few years ago their country did not amount to much, was only a colony, and now it is a thriving dominion, is visited by the fleet from "the greatest country in the world," and is one of Britain's most valuable possessions.

I was ashore almost every day while we were there, and certainly did have a good time. Got acquainted with some nice people and some dandy girls, too. We were treated like "kings," and you couldn't buy a dinner. I don't quite understand why the people everywhere we visit seem to look at us as if we were heroes and had done some great deed, when we are really only doing what any one would be glad to do, if he only had the opportunity. Not that we don't like it though. It's human nature to like to be noticed once in a while, and I'll take all that's coming to me.

They have a beautiful little city with a population of about 60,000. I guess I was all over the place, and although it is pretty hilly and not very well laid out, it has nice shady streets and some fine residences. But it is the indescribable foreign air of the place that attracts one. Everything is so strange and everything seems so different. I liked to walk along the street and talk to the children. Although we speak the same mother tongue, they pronounce the words so differently that sometimes you can hardly understand what they say. For instance, take the sentence, "Are you going home today?" They say, "Are yew going howme todie?" and you would think they were asking you were you going to die. Their o's are ow's and their a's are i's, and some of them leave off their h's where they should have them, and supply them where they shouldn't. They think we talk funny, too, and I have often been interrupted in the middle of something by laughter at some remark of mine. They think "American slang is so bloody queer." They are a little slow in seeing a joke, too, and they remarked at the speed at which we talk, and "the bloomin' queer things" we say.

I can hardly describe the impression that Auckland did make upon me, but everything seems sort of old-fashioned and slow. Although there was plenty of excitement and business while the fleet was there, I

imagine it is a pretty slow town ordinarily. Sleepy Hollow on a large scale would just about describe it. Everybody dresses old-fashioned, the young ladies wear their hair hanging down loose on their shoulders, and they wear those ugly pointed shoes, in vogue so long ago. But then, the English always were slow, and these are English people, you know.

There are some fine public parks in Auckland, the finest of which is Albert park, situated on a hill overlooking the town, a place, by the way, where I spent many pleasant hours in company with—but that would be telling. It is quite a modern park with beautiful trees and fine walks and drives. (Excuse this writing, but the ship is rolling something fierce.)

Well, all in all, we had a dandy time in Auckland, and I think the people enjoyed us too. I think we woke them up a little, anyway.

August 15th, we left New Zealand and after a rough and stormy five days (we rolled twenty-five degrees for a while) we steamed through the "heads," as the entrance to Sydney harbor is called, and entered the most beautiful harbor in the world. At least that is what the Australians think, and many agree with them. But I think the harbor at Rio surpasses it in beauty and equals it in strength. Australia certainly has grounds upon which to make the claim, however. The natural surroundings are very beautiful indeed. Gentle, tree-clad hills reflect themselves in the harbor from all sides, and the bay thrusts many arms into these hills, forming deep, land-locked caves around which are built little towns, the suburbs of Sydney. Its strength is undoubted, and it is spacious enough and deep enough to anchor twenty fleets like ours.

Sydney itself is a city of over 500,000, and although the streets are crooked and the town is hilly and badly laid out, it has many fine public buildings and parks, and has a clean, wholesome air. There are no slums, and the air is not full of smoke and dirt, as is the case in cities of that size in the States.

I was ashore two or three days and found the people as hospitable as those of Auckland. Of course, we made friends, and

girls! Why the girls fairly run after a fellow. Not because we are anything out of the ordinary, but because we wore the uniform of "Uncle Sam," and real Yankees are a curiosity in Australia. We certainly did have a glorious week. I didn't do much sight-seeing, for I didn't have a chance.

On the 22nd a battalion from each ship went ashore and paraded through the streets 2,500 strong, amid great enthusiasm, and on the 24th we did it again at Centennial park. It was a grand review, and was participated in by all the local troops and the Australian militia. The Australian Highlanders in full regalia—kilts, brushes, etc., showed up exceptionally well.

We took about 500 tons of coal and on August 27th, left Sydney for Melbourne. Arrived at Melbourne, Victoria, August 29th.

Melbourne was a great surprise for us all. It has beautiful broad streets, fine public buildings and is laid out in squares as a city should be. It is about the same size as Sydney (500,000) and would compare favorably with any city in the States of that size.

Well, to make a long story short, our stay at Melbourne was one long week of pleasure. Unlike Sidney, there were few entertainments and functions, but the people showed us their hearts. We were taken into their homes and treated as one of the family. Why, you couldn't walk down the streets without being besieged with invitations to "tea." And if you went once, you had to go again. Oh, there is nothing like it, this hospitality of the Melbournites, and it made such an impression on some of us that it will probably cause an increase of immigration to Australia in the near future.

Australia certainly is a wonderful country, and presents great opportunities to the

settler. It is a new country, you know, and although a dominion of Great Britain, is practically self-governing. Her constitution is modeled after the United States, but according to Australians, possesses many vastly superior qualities, one of which is that of according to women the right to vote. They certainly have a wonderful public school system, and although I don't know much about such things, it seems to me that the organization of the children is perfect. The boys all receive a military training, and as much time is spent in drills and the training of the body for both sexes, as in lessons. And also much attention is given to vocal training. The finest choir I ever heard was at an entertainment in Sydney, and was composed of five hundred boys' voices. They sang, "The Star Spangled Banner," and the great crowd followed the example of we Americans and rose to their feet to do honor to our national hymn, while the "patriotic shivers" ran up and down our backs. At the close we gave three cheers, and as the people remained standing the choir broke into, "God Save the King," which received a mighty ovation from the crowd and three cheers from us. There is no doubt that night brought America and Australia representatively closer together.

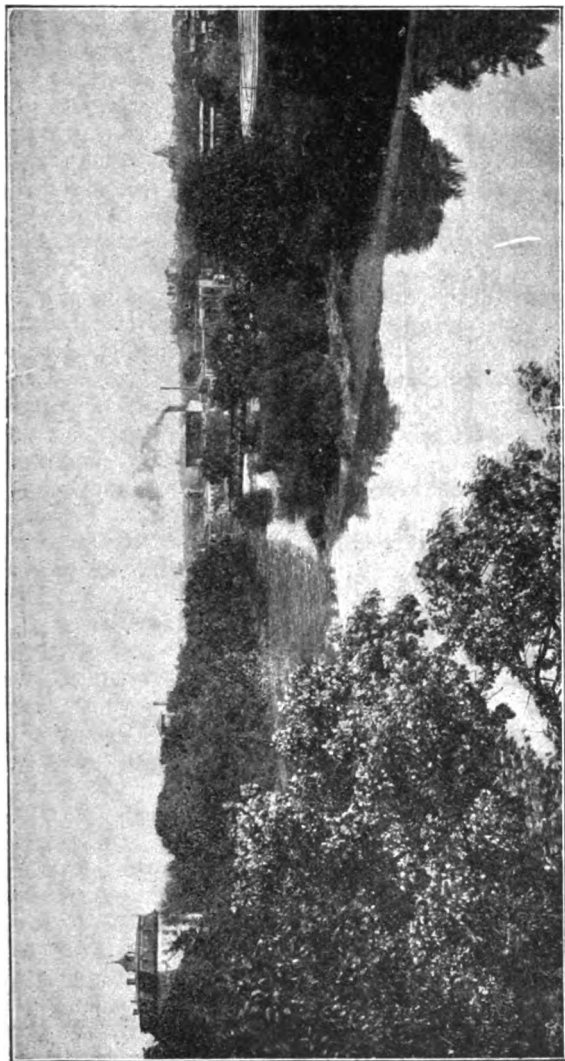
Taken as a whole, the visit of the United States fleet to Australia has accomplished much. It has cemented an international friendship; international I say because Australia is the star of the Pacific and must soon be recognized as a world power—and in Australia we have a hearty sympathizer against Japan. Bound together as we were, by the ties of blood and a common language, we realize today that a greater bond exists between us, that of perfect trust, perfect understanding and, greatest of all, perfect friendship.

## A Rare Old Book

BY W. B. SMITHERS.

The Bible is a rare old book, and teaches in many ways by application, explanation and exemplification. Its most effective mode of teaching is by the exemplification

of its characters walking along its pages, and can not be adverted to attentively without profit. It is a divine revelation, and as such is a necessity.



**BELOIT, WIS., AND THE ROCK RIVER—CHICAGO & NORTH-WESTERN RAILWAY.**

Beloit, Wis., a prosperous manufacturing center, is the seat of the Beloit College. It is situated on both banks of the Rock River, which is crossed just before reaching the station. The freight depot to the right is in both Illinois and Wisconsin, and the state line is indicated by the large sign on its walls marked "Illinois." The principal industries at Beloit are the manufacture of building paper, agricultural implements, machine knives, gloves and mittens, wood-working machinery, gas and gasoline engines, steam pumps and windmills. Leaving Beloit, the river view, college buildings and campus, visible from the train, present a pleasing scene.

Our nature demands a religion. Progress and development are impossible in the absence of certain motives which a religion can give.

We want to know if there is a God; what his nature is; how he is disposed toward us. We want to know the origin of the world and ourselves; the reasons for the various types of our race; and the reason of their diversity in language. We want to know the reason of our present condition and why we are subject to suffering and death. We also want to know if there is any possible way of retrieving our moral condition, and if we are immortal. And if so, what is to be our destiny and upon what conditions that destiny is founded? These things we can not find out for ourselves, and, if not revealed to us, we must stumble in the dark forever.

We have a mind, but mind is only a receiver of light; not a source of light. We can not find out from nature the reason of our own moral condition, and the remedy for it. We can not find out the law of God, the nature of obligations, the rewards and punishments of the future. No branch of human learning or art can teach these things; they are not to be found in the language, philosophy, metaphysics, jurisprudence or poetry of the ancient and heathen world. For the people of Athens loved sculpture and painting and the city was full of the work of art, yet the people were sunk in the depths of crime and moral ignorance.

Civilization without religion has always debased the race, not improved it. For thousands of years man has tried to find out God to learn his will. Without revelation they have not advanced one inch over their fathers toward a discovery. "The world by wisdom knew not God." We need a revelation—have we got it? Yes. The Bible is a revelation from God; it proves itself by its prophecies in reference to Christ, Babylon, Tyre, Nineveh, Egypt, Judea, the Jews and the Church. The character of the men who wrote show its divine origin. If they were bad men, could they write such a book of incomparable purity, going even into the motives and springs of virtue. They could but produce a manuscript of their own hearts. The

Bible shows it as much as the Pilgrim's Progress shows the character of John Bunyan. If they were good, they could not lie; and when they said their message was from God, it was so. The preservation of all parts of the Bible has no parallel in history. Libraries and books have perished, but here is a large number of manuscripts written during a period of say fifteen hundred years, by about forty men, living in different parts of the world, and preserved through sieges, wars, ravages, captivities, and in later times, all brought together in one volume, translated into every language, and thrown broadcast over the world. There is not a miracle on its pages greater than this. Yet, there is one greater—that when all these men's manuscripts were collected, one great plan ran through the whole in gradual development, to the end. What do we know about God, his nature, attributes, works, government, love and glory? All we know is what the Bible teaches us, and its teachings are explicit. It gives the reason of man's life here, it teaches of human depravity, its causes, its effects. It teaches nothing more or less than what we all know to be true. It teaches upon reasonable ground an accountability, and instructs us how to act in relation thereto; how to prepare for the future. It teaches us our duties to God and man, and reveals such reason for its performance as our minds will endorse. It teaches us the exalted dignity of ourselves in connection with such service.

It teaches man's immortality; the doctrine of the judgment, eternity, Heaven, hell, eternal life and death. It teaches the plan of redemption; the love of God, the salvation through Jesus Christ. Its teachings are pure in their tendency. The highest moral purity is everywhere enforced. Purity of intention is everywhere insisted on.

No class of men are excepted. No apology or accommodation for any vice. Even the writers spare not themselves. Moses tells us that he was reluctant to obey God in going into Egypt; killed an Egyptian and ran away and tells of his vainglory at the Rock of Meribah, and how he was refused entrance into the promised land on account of it.

No book has so correctly delineated the human heart and given man so much consolation. The Bible is adapted to every man (even the railroad man). Brother, are you a traveler? This book is a map of the country through which you journey and it gives you an outline, the skirtings of the country to which you are journeying—that part of the country which touches this. You can see the trees and through the interstices of the foliage, glimpses of a city.

Brother, is life a sea and you a mariner? The Bible is your chart. Consult it. Are you a stranger here? We are strangers or no Christians. If a stranger, then a pilgrim. The Bible is your staff.

Are you a warrior? The Bible is your book of tactics. It describes your armor, tells you how many pieces, where to get them, and how to use them.

Are you a student of the mysteries of God? The Bible is your book. It is adapted to every condition.

Are you poor and needy? "The needy shall not always be forgotten," "The expectations of the poor shall not perish forever." Are you a stranger? "The Lord preserveth the strangers."

Are you fatherless? "The Lord relieveth the fatherless." Are you bowed down? "The Lord raiseth them that are bowed down." Are you in trouble? "God is a very present help in time of need." Are you afflicted? "Many are the afflictions of the righteous, but the Lord delivereth him out of them all."

Are you heart-broken? "The Lord is high unto them that are of a broken heart." Are you tempted? "God is faithful, who will not suffer you to be tempted above that ye are able, but will, with the temptation, make a way of escape, that ye may be able to bear it." Are you in tribulation? "Blessed be God, who comforteth us in all our tribulations." I might go on, on this line *ad infinitum*. In all conditions, rich or poor, sick or well, young or old, the Bible is full of instructions and promises. With its broad wing, it covers the world. It cheers the dying, kindles a light in the grave, and opens the doors of a blessed immortality.

The Bible is no feeble child, begging in

the streets of our Vanity Fair, but is a lofty giant, his mother love, his father God, and his strides over toppling thrones—and down the ages—have awakened the dead. He shakes thunder from his flowing hair, and his armor shines like the sun. The breath of God was the furnace blast, and Horeb's top the anvil, when God forged him helmet, breastplate, and buckler, and the infant Jesus gave him a sword out of heaven's armory and while John fell worshipping, the stars danced in the sky, to the Song of the Angels, when he was commissioned to take the world—God's eternal truth owns the eternal years, and the Bible yet will be the code of all nations, the Bible and Jesus will be King of the world. Let agnostics scoff. It will go on and teach rich men how to use their wealth, the poor man how to be happy in his cabin, and teach all men the way of salvation. It gives us all the hope of immortality and kindles a light in the grave that hell cannot blow out.

We are commanded to search the scriptures. We are commanded not merely to read them, but to read with such attention that our minds may be amply stored with their divine instruction. The precept "Search the Scriptures" is peculiarly emphatic. It signifies to search them as the miner searches the mine for jewels or for gold. Thus are we to dig into this sacred mine, and search for the precious treasures it contains.

The truths revealed are spoken by God, "Who hath spoken to us by His Son," for all scripture is given by inspiration and is profitable for doctrine, for reproof, for correction, and instruction in righteousness. That the man of God may be perfect, thoroughly furnished unto all good works, we are told, "Yea, commanded" to search the scriptures, "For in them, ye think ye have the words of eternal life and these are they which testify of Me." These are written that ye may know that Jesus is the Son of God, and believing ye might have life through his name. Where with all shall a young man cleanse his way? By taking heed thereto according to My word. Through Thy precepts I get understanding, therefore I hate every false way, "The law of the Lord is perfect, converting the soul, the testimonies of the Lord are sure,

making wise the simple." "The statutes of the Lord are right, rejoicing the heart; more to be desired are they than gold, yea, than much fine gold; sweeter, also, than the honey and the honeycomb." For if we study and improve this sacred word, we have the promise that we shall enjoy, in a peculiar degree, our Saviour's favor. This sacred word has been the instrument in producing all the true piety that has existed for many ages in the world, where the world, deprived of the Son, light, and heat and life, would expire for want of its vivifying beams and all would become one mass of barrenness and death. Where the world is deprived of the Bible, it would soon present one deplorable scene of unmingled wickedness, and nothing would meet the eye but pollution and crime. And hell might exult in a complete conquest and claim this world as a province of its own, for among the myriads of mankind, not an heir of salvation or Heaven would be found, but all thronging to destruction together, would rush from the darkness of spiritual night to the darkness of eternal perdition. For may it not consistently or confidently be asserted that no one who slights or neglects the Bible is virtuous, and no one who loves it and feels its power and influence upon the heart and conforms his life to its teachings is vicious.

Infidels and agnostics may rave at such an assertion—let them rave. They are but monuments of the truth that excites their indignation. They simply show what man is when he slights or neglects the Bible. It should never be forgotten by us that those Christians whose piety has shone with the brightest lustre, whose hopes have been fullest of immortality, are those who have loved and valued most the word of God. When that eminent Christian man, James Hervey, I believe, who died in triumph, apprehended himself to be near the close of life with eternity in full view, he wrote to a friend at a distance to tell him what were his sentiments in that awful situation. "I have been too fond," said he, "of reading everything valuable and elegant that has been penned in our language, and have been peculiarly charmed with the historians, orators and poets, but were I to renew my studies, I would take my leave of

those accomplished trifles, I would resign the delights of modern wits, amusements and eloquence, and devote my attention to the study of the Truth. I would sit with much more assiduity at my Divine Master's feet and desire to know nothing in comparison of Jesus and Him crucified."

The scriptures are a revelation of God's will concerning us, and to us a most momentous subject. A new world is here presented to us, amazing eternity appears to overwhelm the poor moments of time. Life is a span, and death simply the gateway to an immense unmeasured life. Oh, let us study carefully this sacred volume and the discoveries that it makes to us. To us it points out a second life; to us, it unveils an eternal world, and leads our thoughts beyond the grave. The judgment which it discloses is the one we must appear at. To us, God reveals in it a Saviour and a Heaven, the gift of redeeming love, or a hell, the dire deserts of sin. To our view, he presents the spirits of the just, washed in the blood of the Lamb, and triumphing in the fullest of joy, and bids us to be not slothful, but a follower of them, who, through faith and patience inherit the promise.

For what is there in human science or discoveries compared with discoveries so important made in God's word. What is there in human production, compared with the information furnished us in this Book? What are those studies, on which youth is so often employed and much of manhood spent, compared with this Book, which guides the soul to lasting peace, which disperses the shadows, clouds and darkness that hang over the grave, which directs those who love its truth to glory and honor, that will endure when stars and sun have lost their light? There is one view alone in which the scriptures are all important, beyond all expressions. *They are the only guide to eternal life.* When we contemplate an eternal state, the most momentous concerns of a few years dwindle into insignificance; health or sickness, pain or ease, life or death appear the merest trifles compared with those awful and amazing scenes which await man beyond the grave.

Oh, then, what is learning, what is hu-

man knowledge and wisdom, when, in a few short years, all must be forgotten in the dust? How different that knowledge which the word of God imparts, that extends its blessings onward, and will diffuse unfailing good in ages so remote in the depths of eternity, that no human thought will ever reach, no human calculation ever approach. Oh, let us think of appearing in the presence of God, a deathless spirit; appearing to receive a doom that can never be changed, and all of our boasted human knowledge and wisdom and research can afford us no aid in the awful prospect. But this book, precious book, though often neglected, discovers or reveals all we need to know. Should it not be prized and studied carefully and prayerfully, for this book and the knowledge it imparts is for eternity? Human wisdom and knowledge

amuses but a few short moments here. The wisdom we get from the Bible directs to never ending joy, happiness and good, in an eternity to which we are rapidly tending. Other knowledge is for the transient day of life, but this is the source of unfailing blessings for infinite periods, beyond the hour when stars and sun shall cease to shine and rolling years shall cease to move.

Let us heed the injunction and search the scriptures, and seek wisdom and guidance from above that we may be enabled to conform our lives to its teachings, and that its blessed truths may be assimilated into our life and character, that we may become witnesses in deed and in truth of a living and personal Saviour and true disciples of a living God. "Search the scriptures." *"Thy word is truth."*

## The Cry of the Railroad

BY A. N. SIMPSON, WEST TORONTO, ONT.

Great God above who rules,  
And who, amidst the might of justice, holds  
Man's destinies,  
Spare us these awful scenes of blood;  
On running wheel, on blades of steel,  
When engines crash.

Speak loud to men who rule,  
In state and store, and mansions built of gold;  
They are our kings;  
We are their black and grimy slaves,  
Who guide across this land long trains,  
To make them cash.

We bear their treasures on,  
Through dark and night, and heat and cold and  
fog,  
As living things—  
As oxen driven from their stalls  
With spur and call, to homes of steel,  
To steam and smoke.

We brave the unknown track,  
Through tunnels dark, and under rocky cliff—  
Fearless of death.  
We risk the broken bridge, and open switch,  
And see, when body, brain and eyes are tired,  
The awful smash.

Great God, who is to blame  
When tons of steel and wood, with living souls,  
Go down to death?  
When shriek and cry and piteous moan  
From hearts of hope and joy and love,  
Come from the ditch.

This to our charge lay not.  
We hurried on, 'twas risk before, behind—  
We had to go.  
Our orders called, we must obey  
Our king's command; we've naught to say  
But do and die.

Our time is not our own.  
We book for rest and wearied out we sleep;  
We're only men.  
Treat us as such, send some one else,  
And let us sleep—not more than you,  
We need our rest.

In office, cab and shop,  
The stress is tense, our fires are never out;  
They, too, must burn.  
This grasping greed for envious gold,  
To king of men—'tis manhood's curse,  
And drives to death.

Our homes have sacred ties,  
But by oppression's rod we're driven from home  
When others call.  
Our homes are homes of sad good-byes,  
Expectant fears, and weeping eyes;  
This is not home.

Long we cry for justice,  
And wonder when we can, with others, share  
Life's common joys.  
Give us, we pray, more time, 'tis fair.  
From man to man, to flesh and blood,  
Grant us our cry.

# Woes of a Train Despatcher

BY H. W. FORMAN, IN THE "RAILROAD REPORTER."

Academic problems being frowned upon in the Reporter office, let me offer something from actual life. A few days ago I stepped into a despatcher's office not a thousand miles from St. Louis and, noticing the despatcher vainly trying to pull out what little hair he had left on his head, questioned him as to the nature of his present grief.

He replied: "If these trainmen do not actually lynch me when they get in, they will at least go before the commissioners and swear that I am insane and have me committed to an insane asylum. No. 501, our limited train, was reported a few minutes late, on account of having to wait for a connection. Knowing that they could recover this time within fifty or sixty miles, I did not give any of it to freights, although ten minutes of 501's time would have got two freights in here from B. When 501 was due to leave, I asked for another report and was told that it would be twenty minutes late. I ran it this much late and helped a few freights a little; but the two at B were down on the long track and by the time I could get this time to them (allowing for the time necessary for the crew to read the order and close switch), they would not have had time to make here for No. 501 and properly clear the run-late time; so I let them remain at B. When No. 501 was twenty minutes late I again inquired and was informed that it was thought the train would be at least forty-five minutes late. I then got desperate and ran it fifty minutes late A to E, forty-five minutes late E to K, forty minutes late K to N, and thirty-five minutes late N to Z. After I had sent this long order to eight inferior trains and it had been delivered to three of them, operator at A advised me No. 501 would be only thirty-five minutes late. I knew that if I delayed this train fifteen minutes on a time order I would be censured, so I annulled the run-late order then out and issued another running No. 501 thirty minutes late. I had to stop two of the freights to take the former order away from them. When No. 501's

connection arrived, there was an exceptionally heavy run of mail and baggage to transfer and, with some other work to be done about the train, it finally got started fifty-five minutes late. Who wants to be a train despatcher under conditions of that kind?

"Why can not a rule be made that will permit the original run-late order to stand? Why could we not run the train more or less late on it, instead of having to issue another long order every time the situation changes, as it generally does two or three times before trains finally get started? It took me forty-five minutes to get out of this mess with No. 501, and there were trains waiting everywhere on me for other instructions, for Nos. 502 and 504 were also late."

I explained that while some such rule would undoubtedly lessen the work of despatchers, it would be an unsafe one, as train and enginemen would become so badly muddled in making their calculations that they would be pretty sure to get into trouble. Looking over his order-book, I noticed he had No. 502 instructed to run three hours and thirty-five minutes late, while the train was actually three hours and fifty-two minutes behind time; and that No. 504 had orders to run fifty-five minutes late and seemed to be pinned down so closely that it was prevented from recovering any of the delayed time.

Then I said to him: "John, did it ever occur to you that train and enginemen also have their troubles in cases of this kind? They must add this run-late time to the time-table time of each of these trains in order to determine just how much time they have over superior trains, and it is difficult to keep all of these figures in one's mind. For instance, by the time they have ascertained how much time they have to run ahead of Nos. 502 and 504, quite likely they have forgotten their time against No. 501, this train being due at stations on odd minutes and their even run-late time having to be added to schedule time. Also, have you not read of collisions due to a

miscalculation of an hour? Does it not impress you as being an unsafe system at best? A failure to accurately calculate the sum total of the two times by either the inferior or the superior train would result in trains meeting between stations. How would you like to move your trains by telephone and the block system, entirely doing away with formal and repetitions, as is done on the ——division?"

He answered: "I wish we had such a system, as I have worn out both of my arms today calling operators and changing long orders, and have accomplished nothing."

Not long after this I entered another despatching office and, although there were several late passenger trains, a president's special, yard engines and a half dozen freight trains to be kept moving, this despatcher seemed to be taking life easy. "It is just this way," he remarked, "we watch trains closely and tell operators which trains to hold, or to clear or to head in, and everything runs smoothly. We issue no train orders; instruct verbally. Trains are seldom delayed, and when they are they are detained only about twelve minutes."

"But," I exclaimed, "don't you consider it unsafe to trust operators so far? Aren't they likely to misunderstand you, or clear trains from habit without consulting the

despatcher? How long have you been using this system, and how many collisions have you had, chargeable to it?"

"No," he rejoined, "I do not regard it as unsafe. When a block is given to a train a red disk shows in the office at the other end of the block, and this disk can not be set back to clear without the co-operation of both operators. Were an operator to attempt to pull his block signal to clear, or caution while the disk indicates 'block occupied,' a gong would ring in his office to warn him of his error. The system has been in use here about twenty years, and during that time I think we have had accidents chargeable to this method of running trains which cost possibly \$100, or \$5 a year. There has been no loss of life. May I ask you a question without seeming to be impertinent?"

"Certainly," I replied.

"What is the record on divisions where trains are moved by train orders, so far as accidents are concerned? Is the cost due to overlooking trains or errors respecting orders more than here, and are you making as good time with your trains as we are?"

I did not answer his query, but I did make some rapid mental calculations that staggered me.

## "A Thankless Job"

FROM LINDSAY DENISON'S ARTICLE "SEVEN YEARS OF ROOSEVELT," IN THE CIRCLE MAGAZINE FOR MARCH.

It was at Des Moines, Iowa, in 1903.

Very seldom has a president of the United States looked out on a demonstration more likely to stir the whole feelings of a man. Never had Theodore Roosevelt looked out on a more densely packed crowd of American people or one more full of boisterous appreciation of his personality. To be sure, the inspiration of its gathering had been artificial, but the manner of its greeting was true and spontaneous. Governor Cummins had worked every device known to his very complete kit of political tools to impress Mr. Roosevelt with the power and pervading influence in his

own state of Albert B. Cummins, inventor of the "Ioway idea!"

Great crowds which gather merely to see sights are not thrilling, though they may be amusing; great crowds which have been herded together to exploit a man or a cause are usually uninteresting after they have been counted, but this crowd, however it was gathered and whatever it came for, was hysterically, gorgeously United States crazy.

From the time our train rolled into it at the station the spirit of these people thrilled the nerves like strong drink. The temples of one's head pulsed with it. After awhile

one melted into the turmoil of emotion and became only partly conscious of matter and space.

Mr. Roosevelt was used to crowds in 1903. He had looked on crowds for five years, almost every time he left his own house. But they had not fermented and boiled up, sentimentally, as this crowd suddenly did. He felt it with the rest of us—reporters, secret service agents, college presidents, cabinet officers, and the others who were around him.

It so happened that there had been discovered in Kansas City a short while before a decided antipathy to the President's attitude towards organized labor. For a few days it seemed likely that the encouragement which Mr. Roosevelt had given to union organizers everywhere by his intervention in the anthracite coal strike was "going to organize Kansas City off the map." The *Sun* had not been particularly attached to the professed leaders of "labor sentiment" even then and "was beginning to regret," as an irreverent brother reporter put it, "the invention of Theodore Roosevelt." It was a manifest duty for me to report to the *Sun* Kansas City's apparent feeling about Roosevelt and organized labor. I did.

The article was shown to the President before it was sent to the *Sun*. He said various unkind things of it, especially that it was an inflammatory appeal to the criminal rich, not based on facts. I seem to remember the half-jocular epithet, "You minion of Wall Street." But after it had been corrected, in so far as it purported to quote his own utterances, it "went." The reaction came some six weeks later. The pesky article was quoted in other newspapers and, apparently, it rankled.

That day, as we were leaving Des Moines, two workmen in blue overalls dove through the crowd to tell the President how much they adored him for his championship of labor's cause. With their hands still in his grasp he sent a messenger running through the train to summon "that *Sun* man."

It must be remembered that we were all crazy that day—crowd crazy. When I reached the President the train had started. The two workmen had been left behind,

but the United-States-possessed multitude was everywhere along the tracks. The train chunk-a-lunked over the frogs for mile after mile, but the number of people who had piled out of the city to get a last look at the nation's chief seemed even greater than the mobs which had surged around him all day. And every man, woman and child seemed to have a flag and a husky voice to cheer with as the flag waved.

"Worth while, isn't it," I said at last, "to be president of the United States." (A goat remark, but *somebody* had to say *something*.)

Right there, once for all, for keeps, I got what in the newspaper business we call a "straight flash" on Theodore Roosevelt, President of the United States.

And not all the contempt of the organized rich or the sad ravings of the organized poor, or disgust for the mushy adoration of the automatically hypnotized biographers, or even the shock of finding myself the holder of a visitor's card of the Ananias Club has ever destroyed the image that was then developed or the American inspiration which I got from its consideration.

"Yes, it is worth while," he said. "But that is not the real thing, back of all this—" He swept his arm, to include that crowd. "I know what this means. It does not mean 'We are for Theodore Roosevelt.' It would not even mean 'We are for George Washington or Thomas Jefferson or Abraham Lincoln or Grover Cleveland or William McKinley.' It means, simply, 'We are for the Flag!'"

The writer knows (oh, he knows, if anybody does!) that "the president of the United States is never to be quoted." But, surely, if one is ever to be forgiven, this is the open season.

"President of the United States!" said Theodore Roosevelt, reflectively. "I'd rather be elected to that office than have anything tangible of which I know. But I shall never be elected to it. They don't want me."

"Who, Mr. President?" I murmured, for to guess (to adopt the Togo diction.) For I didn't realize what was at large on the face of the waters.

"Hanna," he said abruptly. "Hanna and that crowd. They've done me. They've

finished me. I'm sorry. I wanted to be elected president of the United States just once. I'm not ashamed of that. Wouldn't you take it?"

I would.

"But they've cut me off," he continued. "I have no machine, no faction, no money. And all this," sweeping his arm out toward Des Moines, "has no personal significance."

I murmured, to disagree.

"This isn't a time to be complimentary," he said. "I said nothing but the bare truth." I bluffed to deny.

"Here!" said the President. "These people are honest, simple, warm hearted. They love their country. They have heard of the colonel of the First Volunteer Cavalry. But it isn't the colonel who brings them here. If we could melt them all down I know what would be the residuum, for I don't fool myself, no matter what they say of me in New York. We would get ninety-seven per cent. *United States, Flag*, or whatever you choose to call concrete patriotism; you would get one per cent. of sentimental appreciation of the tragedy of President McKinley's death; you would get one per cent. of local pride over the fact that the president of the United States is in our section; an undeterminate percentage of 'standin' by Cummins,' and in the end a mere trace of curiosity and hooray for Theodore Roosevelt, once Colonel in the Rough Riders! I know!

"But I'm afraid it is not to be—I mean my election. You see, I can't hope to be nominated without even the support of my own state. And if you have read the New York newspapers you have seen the appearance on the horizon of a cloud, no bigger than a man's hand—a quarrel between Odell and Platt. Neither of them knows, but Hanna is the man who started them fighting. Sooner or later I will become the bone of the quarrel and a subject for elimination. Then Indiana will be discovered to be for Hanna, reluctant though he may be to listen to such a call. Other states will be in doubt, but with New York and Indiana against me, wouldn't I be foolish to look forward to being elected president of the United States?"

[Incidentally, let it be remembered that after the New York cloud had grown to a

tornado, and after Theodore Roosevelt's powers of prophecy had been vindicated by an outburst of Hanna enthusiasm in Indiana, Marcus A. Hanna was cut off in his prime by death, and Theodore Roosevelt was elected president of the United States. Just why the so-called "vested interests" have never accused Mr. Roosevelt of murdering Senator Hanna is at present writing unknown. But much may be disclosed after Mr. Roosevelt's departure for Africa.]

"But," continued the President on that day, just out of Des Moines, when it seemed to him impossible that he should ever be elected president, "if it were by any means to happen, there are three things I should like to do:

"I should like to see our navy properly increased and improved. We must sooner or later have a great navy or be a subordinate nation. I would like to be the sponsor of an adequate navy.

"Cuba and other island dependencies must be started fairly on the road to freedom. I would like to be the president of the United States who signed the papers. Sentimental that personal feeling is, but as a nation some one must sign for us. I'd like to be the president on whom the duty falls.

"But third, this: *The time is coming in this country for a readjustment between the wage earner and the drawer of dividends.*" [I know how important this is and I hasten to say that it is quoted from five-year-old memory, but nevertheless from most vividly engraved recollections.—L. D.] "*The radicals are almost half right. Corporation cunning has developed faster than the law of the nation or state. It is undoubtedly true that corporations have found ways to steal long before we have found that they were susceptible of punishment for theft.*

"But sooner or later unless there is a season of readjustment, there will come a riotous, wicked, murderous day of atonement. It is true that some great fortunes are being accumulated lawfully but dishonestly. It is true that other fortunes are being accumulated honestly but illegally. There must come, in the proper growth of this nation, a readjustment. If it is not to come by sword and powder and blood it must come by peaceful compromise. These

*fools in Wall Street think that they can go on forever! They can't! I would like to be elected president of the United States to be the buffer between their foolishness and the wrath that is surely to come—unless they sober up.*

*"It will be a thankless job. The president who attempts it will leave the White House more unpopular than even Grover Cleveland was when he left the White House. But I would like to be that president of the United States."*

## "The Battle to be Fought"

BY JOSE GROS.

The "Dun's Review" has for a long time been considered an authority on our business conditions. The recent information it has given us is formulated as follows: "Improvement in the structure of business is much more pronounced than improvement in the activity of business." Don't you see how skillful we are when we wish to talk without conveying any sound common sense in what we say? The structure of business—that means the buildings and machinery. What benefit can we derive from them as long as we, the workers, are not allowed to use them and produce what humanity needs? Can business improve but in so far as business means—activity in the production of what we all wish to have?

"Every pound of learning needs ten pounds of common sense." A Persian proverb.

That proverb is very wise and important, provided we wish to take a correct view of that tremendous combined word—"Common Sense." Neither in Persia nor anywhere else would humanity have had the great disturbances and calamities of all historical periods, if common sense had prevailed in the combinations of the social group. The natural, logical meaning of common sense is: "that we should all live and work for the common good, for the full, sensible life of all of us, that to commence with the best of us, and so with those whose lives happen to be more normal than with the rest of each nation and generation. Because, who is going to give good example to the multitudes living yet under conditions far from even medium normal? Yes, who is going to do that if not done by those that are less burdened than the rest, with greater power

to do the right than those in the lower levels of the social fabric?"

Burdens! Why should we have burdens, any of us, but burdens of joy? We all have burdens, hard to bear, because we have not learned how to live and develop in the midst of a healthy national environment for all of us. We have not yet grasped the meaning of living and working for the common good. We thus fail to fulfill the law of Christ, the law of love and brotherhood universal to which St. Paul must have referred when he urged men "*to bear one another's burdens.*" To be sure, the men to whom St. Paul said that were not citizens of nations. They could not remodel their environment. We can, and have been able to do it for centuries, but keep declining to even learn how our surroundings could be remodeled, fixed in fine shape for ever.

Oh, if we could only learn the little we do need to know, and could see how easily that can be learned, and also how rapidly that knowledge could be converted into human conduct, for happiness, joy and manhood all over the earth! Outside of that realized ideal, or social finality, embracing each great family group, each national compact; outside of that we try to develop in flagrant opposition to all divine commands. Hence the heavy, unnatural burdens that come to all of us, poor or rich, wise or ignorant, good or bad. The principal element, in the goodness or badness of each one of us, is related to what we do or fail to do for a healthy social reconstruction, to the measure of what we can or could do, because of our knowledge and social advantages and position.

The first and most fatal step of all prog-

ress, civilization and law, has always been and remains yet, to make it profitable, in money values, for every man to get on top of somebody else by five per cent, ten per cent, one hundred per cent, as the case may be. That has poisoned the bottom moral perceptions, feelings and volitions of each one of us. That has forced each social group to be constantly legislating multitudes of silly laws to at least decrease some of the bad effects of the many subsidiary evils forever evolved, suppressed and reproduced by the bottom, primal and perpetual social absurdity of giving to all men, in the name of human law, the power to rob each other of all cardinal equity and morality in all our industrial relations. Our multiplicity of laws, with their perpetual changes, prove themselves to rest on the non-fixed principle of the false and the wrong. The truth and the right needs no change, because it is fixed forever, for all past, present and future healthy growth.

No wonder that we are—"Ever learning and never able to come to the knowledge of the truth," as St. Paul says in Timothy III. We recommend our readers to carefully read that little chapter. It is a magnificent description, a wonderful picture of our age, with all its materialistic glories and our spiritual agonies and conflicts, with our hunger and thirst for the knowledge we need not, with the wild, fantastic agitations and discussions because of the simple knowledge we refuse to have, run away from. The chapter ends with the words—"That the man of God may perfect, etc."

That word perfect seems to have always frightened and discouraged most of our good people out of their boots. It takes less trouble to be perfect, sensible, honest,

than to remain imperfectly good or imperfectly bad. Every deviation from the right brings its punishment, sooner or later, to each of us when the wrong-doing is private, to all of us when the wrong-doing is incorporated in selfish social agreements, in legislation, consensus, traditions, fantastic sentimentalities, international enmities, jealousies, etc. Every righteous process brings its healthy joys.

The extreme simplicity of the truth in connection with the sensible, honest, ethical development of men grouped in nations, combined with its inexorable fixity, makes its realization the easiest job the mind can conceive. It only necessitates a certain proportion of brave and somewhat important men in each nation, properly combined in their capacity as citizens. Their bravery must rest on a scientific apprehension of the supreme duty we owe to God and to all men for the healthy, symmetrical, harmonious development of each national group, in all industrial activities; they being the key to all physical and spiritual healthy life. That life can only be healthy and in accord with divine ideals when the law-making power of nations is made to rest on equal rights to all. All laws of favoritism are laws of despotism. The worst nations had never had but what modern nations have, and so the very undigested bundle of laws of favoritism to which we cling. We have more of them. That is all.

Only laws of equal rights to all can place humanity in peace with God. There we have the battle to be fought. It can be fought and won in five or ten years. Men may never have courage enough to fight that battle. God can never compromise with human rebellion.

## The Factory Slave

ETHEL CARNIE, IN THE "WOMAN WORKER."

Factory life has crushed the childhood, youth, maturity of millions of men and women. It has ruined the health of those who would have been comparatively strong but for the long hours of unremitted toil and the evil atmosphere.

The children leave the ugly school house where they have learned to work division sums, scrawl a letter and the names of the rivers and towns (and where they are caned for having a little diversion by counting marbles under cover of the desk) for

the mill. Now, they think, we shall not get spanked any more—now we shall be grown-up and free.

Alas!

One grows up quickly by the side of the roaring loom. The fear of manager and overlooker are worse than the spanking. The lips are not for discourse and laughter, but to draw cotton through the shuttle's eye; the fingers were moulded to grasp the skewer, and to fling the shuttle, and the wonderful mechanism of the eye, that arch of light and beauty, to pore into the reeds looking for broken threads.

Make cloth-profit for the master. This is the text taught in the mill. There is no time for laughter, only for toil. As you leave the home threshold after the dinner to go once more in the direction of the prison, you may see the daughters and sons of your masters going to play tennis. The sun may be shining, the birds singing, but you must return.

Flora and Harold repairing so joyously to the tennis field, whatever pranks Fortune play upon them, will always have the happy memories of a childhood.

The little factory worker is robbed of his or hers.

I have seen quite young children of not more than fifteen years with lined brows.

For the sunshine of the fields there is the dun air, wet with the steam; for the song of the birds, the dull heart-throb of the iron engine; and for the gurgle of the stream, the whizz of the machinery.

Through the windows overhead the sun pours through the coat of whitening put on to decrease the heat.

How hot it is!

There, it is better now, we have had a drink from the tin half-full of tea brewed in the morning.

Thus our children grow old.

Girlhood glides into womanhood, and one fall in love. (Which shows the innate cheek of the working class, who dare to

dream of happiness living from hand to mouth.)

In those walks in the country, or over the breezy hill with the lark a speck in the evening sky, the lovers forget the purgatory of the day. They do not look very far ahead—if they began to do so they would shrink back, keep single until they had saved money, and grow gray without each other.

It is enough to sit under the shade of a hedge, holding each other by the hand, and thinking of nothing else.

They go to look at a house, a tiny box-like arrangement in the middle of a row, engage a knocker-up, and move into the nest. For a time all goes well.

Then a wee blossom comes to brighten their home.

In a month the mother gets back to the loom, for even now one wage would scarcely make ends meet—and they must make hay while the sun shines. Besides, there are many little things wanted in the house, and pretty things for the little sweetheart at home. Sometimes they go to the theater (a shilling seat in the pit), but when the second little one comes they give up these things as unnecessary, and the woman again decides to return to the loom. For after she has paid out ten shillings of her earnings, she can still keep herself with the remainder.

Where is the bloom that allured her sweetheart in the few years gone by? The brightness of glance that not even the monotonous labor could wholly dim?

Gone, never to return.

She degenerates into a drudge, or a scold, and he goes to the club!

Toil is not a curse imposed upon man by God; it ought to be a blessing, and will be recognized as such in the future. Toil is not a drudgery, but useful service, and the worker is a king—but we dress our kings and queens in rags, let them dwell in ugly buildings, and wear their souls away fearing for tomorrow.



# Labor's Fight Against Tuberculosis

## Workingmen Are Organizing Against a Dangerous Foe

No movement is at the present time more deeply stirring the ranks of organized labor throughout the United States than the campaign against tuberculosis. Politics, strikes, boycotts, and all other issues are being side-tracked to make way for the fight which is to save the lives of thousands of laboring men. Meetings are being held and movements started in hundreds of cities for the purpose of stimulating the labor forces to activity in anti-tuberculosis work.

### HISTORY OF MOVEMENT.

This uprising against the worst foe of the workingmen is of such recent growth that in spite of its present magnitude and daily development, few people are aware of its significance and importance. Several years ago some of the larger national and international labor unions, notably the printers and cigar makers, began an anti-tuberculosis movement among their members, which resulted in the establishment by the printers of a sanatorium in Colorado Springs. Two years ago Mr. Paul Kenaday, of New York, spoke before the American Federation of Labor, and stirred many of the other unions to definite action against tuberculosis. This movement ripened about a year ago, when in Albany, N. Y., the laboring men got together and built a pavilion chiefly for the benefit of their afflicted members. The members of the Central Federated Union of that city, numbering about 6,000, each pay five cents a month for the maintenance of this pavilion. But more than the pavilion was the interest they aroused in the ranks of labor throughout New York State and the country in general.

### SOME RESULTS.

The results of the movement have been the establishment of a labor department by the State Charities Aid Association and a special lecturer to the unions, and an effort to enlist the aid of laboring men throughout the state in the campaign against tuberculosis. The American Federation of Labor, at its recent Denver convention, adopted resolutions of approval of the general

course followed at Albany, and called upon its affiliated unions throughout the country to follow this example. Several of the State Federations of Labor have also urged action against tuberculosis. The International Tuberculosis Exhibit, held in New York City recently, stirred the workingmen of that city and Brooklyn to a realization of danger and responsibility, and they, too, recently took definite action in the warfare against this disease. From here the movement has spread all over the United States, until almost every labor union of any importance in almost every trade is beginning to discuss tuberculosis at its meetings. Hartford, Conn.; Galveston, Tex.; Newark, N. J.; St. Louis, Mo.; San Francisco, Cal.; Trenton, N. J.; Reading, Pa.; Bridgeport, Conn.; Boston, Mass.; and Philadelphia, Pa., are a few of the cities that are leading in this effort.

In Connecticut, largely through the efforts of John F. Gunshannon, a movement has been organized in Hartford, Bridgeport, New Haven and several other cities, through which the various employers and employes of the factories are paying for the treatment of their fellow consumptives. Mr. Gunshannon's plan is to interest each factory in an effort to care for its own consumptives. Subscriptions are taken among the workingmen, and in almost every case the employer contributes a sum equal to the total contributed by his men. These various factory units are so organized into a central body that the stronger ones are able to help the weaker. The money raised goes for the support of needy consumptive workmen in tuberculosis sanatoria.

In this way hundreds of factories in almost all of the large cities of Connecticut have been organized, and a large number of sick workingmen and their families are being cared for.

### CONSUMPTION FATAL TO LABORER.

That tuberculosis is particularly fatal to the workingmen may be clearly seen from the fact that at least one-third of the deaths during the chief working period of life are caused by pulmonary tuberculosis.

Every other workman who becomes incapacitated, must ascribe his condition to consumption. Dr. Lawrence F. Flick says: "Tuberculosis is peculiarly a disease of the wageworkers, and this is so for the very good reason that one of the causes of the

disease is overwork." In some trades, such as the metal polishers, brass workers, and stone workers, from thirty-five to fifty per cent. of all deaths are caused by tuberculosis. Dusty trades are particularly dangerous.

## Perpetual Friendship

BY D. S. P.

[Reprinted from March, 1889, number, by request]

Covenants have existed in all nations, among all people—we find them in every walk of life. Men bind themselves to each other in various business relations; nations making treaties or covenants of peace; young men and maidens enter into covenants of marriage. These, however, are mere compacts of business; the covenant of brotherhood is one more holy and sublime; it is designed to remove the obstacles that interpose between the hearts of men. As a marksman prides himself on the certainty of his aim, so should we in a higher and more noble sense, study to make our generous deeds sure. Bright pages of history, like stars beaming out of the midst of the dark and stormy heavens, have reflected the lustre of Friendship, and exhibited its beauty. Who has not felt a thrill of unutterable sublimity when contemplating the heroic friendship of Damon and Pythias at the meeting—affection of Jonathan and David—the noble, self-sacrificing love of the great law-giver of the Jews, who chose rather to share the wretchedness of his despised countrymen than to enjoy the utmost favor of their powerful oppressors. As old Memnon, touched by the genial light of the morning, sent forth spon-

aneous music, so does the human heart, under the influence of Friendship, until the soul feels the concord, and yields her functions to the enchantment. Its appeal is the voice of universal union to the conductors of every land, and as it sheds its rays, rendered brighter by the teachings of that revealed truth which is working miracles in regard to the morals of the railroad men, it will exhibit new fields of moral beauty, like islands of glory in the sea of darkness, sending up a fragrance grateful to rejoicing heaven, and like circlets on a summer's lake, when agitated by the falling shower, it shall extend its borders and enlarge its dimensions, till it is lost in one vast circumference of light and life, that shall gird the earth around, and grasp in its ample embrace the universal band of the conductors in one indissoluble body of brotherly affection.

Brother, be not wearied in thy progress. Go forth, ever in the cause of Friendship, permit not prejudice to control thee in thy dealings with a brother. We should be temperate in all our habits—let us be prompt in our business, and courteous to our officials and the public at large, and we may build an organization that we may be proud of.

## Prosperity

Bigger piece of pudding and a larger cut of pie,  
Better times are coming and the goose hangs high;  
Buckwheat cakes and sausage, and the day is  
coming yet  
When one can eat roast turkey 'stead of ham  
croquette;  
Better times, booming times, business on the hum,  
The mill wheels all so busy that the pessimists are  
dumb.

# Ladies' Corner

## Household Hints

### *To Clean Windows.*

Clean windows with one teaspoonful of vinegar to a quart of hot water.

Sour milk should be added to the water with which linoleum and oilcloths are washed, and this will make them look new.

### *To Prevent Wash Freezing.*

To prevent clothes from freezing to the line in winter put a handful of salt in last rinsing water.

### *Ventilation Without Draft.*

Place a narrow, perforated board, or flat molding, just long enough to fit under the window, and supply sleeping apartments with plenty of fresh air.

### *To Clean Copper.*

If copper or brass is dirty put some fine salt on a plate, dip into it a cut lemon and rub on the metal. The strong acid will remove the worst stain.

### *For Leaky Pots.*

When the knob comes off your granite pot lids, leaving a hole for steam to escape and burn your fingers, take a common screw, put up from under side, screw into a cork, and, behold, a new lid.

### *Fireproof Curtain.*

Many lives have been lost and much property destroyed by a lighted match or gas jet coming in contact with lace curtains. To make lace curtains fireproof or unflammable, add an ounce of phosphate of ammonia to each gallon of starch used; immerse curtains, wring out, and place on stretchers; when dry they will be fireproof. This treatment is not injurious and does not change the appearance of the curtains in any way.

### *Made-Over Lace.*

Battenburg and other hand-made laces usually show wear in the loose stitch work long before the braids themselves break. An attractive way to further utilize pieces thus worn is to baste them carefully over net basted on paper. Be sure that each form or figure is smoothed out properly so that the entire design is perfect. Now rip away the old lace stitches and overcast the braid to the net along each edge. When all is secured, press well and clip free from the paper, cutting away all superfluous net from the edge except a narrow margin to be hemmed back under the braid. Even a loose machine stitch will answer in lieu of the overcasting, but, of course, is by no means as dainty.

If the hands are rubbed on a stick of celery after peeling onions the smell will be entirely removed.

When it is necessary to clean windows in damp weather, use a little methylated spirit, and you will polish the windows in half the time, as the spirit evaporates and dries the superfluous moisture as it goes.

### *Economical Stencil Board.*

Take the top part of old Holland window shade, trace pattern on it. You will find it easy to cut; will last a long time and is an excellent substitute for stencil board.

To clean ivory hair brushes, dip half a lemon, from which you have used the juice, into fine salt and rub the spots with this. Wipe it off at once and dry quickly, or otherwise the ivory will be discolored by the damp.

### *Rag Rug.*

To make a rug just as nice and twice as durable as any bought at a store, take wool scraps, cut fine as for rug carpet or portieres, then take a piece of wire twice as long as you want your rug wide, bend it in the middle like a hairpin, wind your rags on it, sew through middle of the pin with sewing machine to a strong canvas foundation, pull out pin and repeat till frilled, then clip all even; bind, or, better still, line with any dark stout material.

### *Wash Day Hint.*

On these days when the weather is so cold and many a housewife has to hang up her own washing out in the cold, the following will do away with that dread of freezing hands: A half hour before hanging up the clothes place the clothespins in the oven and heat through. Quickly place them in the clothespin apron. When hanging up the clothes you will be surprised to find how warm your hands will keep by repeatedly putting them into the warm pocket to get the pins.

### *Flat Utensils.*

Whenever it is possible to secure them saucepans and stewing kettles should be selected with flat bottoms. It has been the fate of every housekeeper to find, at rare intervals it is true, the saucepan with a round stove surface so unreliable that it has been readily upset by the very slight weight of its handle. A more formidable objection, however, is the smallness of its stove surface. The flat bottomed pan with its larger surface on the stove plate, or over the gas flame, will begin to boil more rapidly and will boil evenly with a smaller flame beneath it.

### Recipes

#### *Nut Loaf with Brown Sauce.*

Two cupfuls fine bread crumbs, soaked in water, one and one-half cupfuls chopped nuts, one teaspoonful mixed herbs, salt, one egg. Bake in greased loaf tin about one hour, basting with hot water or butter.

#### *Maple Pudding.*

To three cupfuls of water add two cupfuls of brown sugar, put on the fire and stir till boiling. Take three tablespoonfuls of cornstarch and mix with a cupful of water. Then stir the cornstarch into the sugar and water. When thickened mix in chopped English walnuts and serve with whipped cream. It makes a delicious dessert.

#### *Iowa Bun.*

Two large cupfuls sugar, four eggs, one cupful lard, cream them together, then add one pint sour milk, two teaspoonfuls cinnamon, one and a half teaspoonfuls cloves, and two scant teaspoonfuls soda, pinch of salt, one cupful raisins, one-half cupful of currants and four cupfuls of flour. This makes a fine cake for breakfast or to serve with a hard sauce.

#### *Sandwiches.*

Tongue or ham sandwiches are much nicer if the meat is minced and made into a paste with mayonnaise. When this is done the mincing and mixing may be done the day before; when ready to serve lettuce leaves may be laid between the slices of buttered bread and the prepared mixture spread; then they may remain an hour or two in a cold place.

#### *Orange Dessert.*

Pare five or six oranges; cut into thin slices; pour over them a coffee-cupful of sugar. Boil one pint of milk, add while boiling the yolks of three eggs, one tablespoonful of cornstarch (made smooth with a little cold milk), stir all the time; as soon as thickened pour over the fruit. Beat the whites of the eggs to a froth; add two tablespoonfuls of powdered sugar, pour over the custard and brown in the oven.

### House Cleaning

The real business of house-cleaning is generally a pretty big dose for the mother of the family, yet the spring medicine must be taken, and it is well to begin with a gradually increasing measure until the final plunge must be taken. Now is the time to weed out the attic, overhaul the closets, bureau drawers, cupboards, boxes and bundles, and other storage places, and get all the tangles out of the edges during the dull dark days the month always brings. Undesirable, or useless things should be given away or cremated; the bane of most house-

holds is the spirit of hoarding of useless things. Things that are to be made over in the way of clothing, bed furnishing, table linens, carpets, curtains, etc., should be got ready now for the renovation at an early date. The ripping and brushing out of seams will keep little hands busy and little heads interested if the mother goes at it right; and the wise woman will get all the help she can, by filling the idle hands of the adults with some of her daily duties. Get the "gude mon" interested in furnishing up things indoors, or make the job attractive to the big boy who will be only too glad to earn the proud title of "mother's helper" by "tinkering with tools."—*The Commoner*.

### How One Girl Utilized Scraps

She cut the goods across or lengthwise, according to which encountered the least breaks. By making the strand fine, the same amount of material goes further, and, while giving the same effect, makes the creation lighter. Sew together all the strands of one shade. When sewed, wind into a loose ball—loose because it is wise to crush the silk as little as possible. Cut taffetas about one-third of an inch wide, while chiffons, China or wash silks may be cut wider, as they will crush more in the slight "pounding" of the loom. Satin-black velvet ribbons, pongees, meline may be combined, while tinsels or guilt braids are extremely effective if carefully placed.

From three and a half to five pounds of silk are required for a portiere, which may be used also as a piano scarf, couch cover or window drape, the dimensions of which are eleven feet long and forty-two inches wide. These figures are in good proportion, and the width is that of the average loom upon which the curtain is constructed.

The weaving differs from the rag carpet in that the threads are put into the loom in what the weavers call seersucker fashion—that is, about six threads in and a space of eight out, which makes a ribbed effect and saves the result from the appearance of extremely bright carpet rags only.

The warp may differ in both color and quality. Margaret found, from experimenting that the common brown cotton gave the best service, holding best the slight weight put upon it, shrinking as little as any upon removal from the loom and the item of expense the minimum. While one may choose orange, red, black or other colors of thread, which may be of linen or silk, as well as cotton, the latter will be found most reliable, the brighter tones of warp having a tendency to domineer and overshoot the entire color scheme.—*Edna Gillmore in The Girls' Own Circle, The Circle Magazine for February.*

# Editorial

## Try It On

If an object lesson were needed to convince us of the value, yes, the necessity of good team work, the realm of athletic sports might be sought with good results. For it is in baseball, football and rowing contests that team work is developed in the highest degree.

In watching a struggle between such boat crews as Harvard and Yale we see the almost marvelous precision with which the stroke of each oar is made, each oar striking the water at the proper instant, each blade dipping just so deep in the water, each oar feathered just right, the proper interval maintained between the strokes, and we are convinced that there has been months of drill practice under the watchful eyes of a competent instructor. As the race continues under our observation we see that one crew is gradually obtaining the lead but we do not see any oarsman in the shell that occupies the inferior position let up in his work; he doesn't stop rowing and say "what is the use, we can't catch up, let alone win." No indeed; he keeps up his stroke with determination depicted on his face; watches the back of the man directly in front of him, and listens for the word "dip a little deeper and stronger," or "speed up a little faster," does the very best he can, and keeps at his work until the line is crossed.

The most of our readers, however, are more familiar with the national game—baseball. Have you noticed the team in the field; seen how each player gets into the play that is made in his territory; watched the player who is trying to reach the batted ball, and, when in his possession, watched him throw the ball to whichever base is necessary that he may head off the base runner, and thus cut off that chance for a tally in favor of the opposing team?

The casual observer would see that much, of course, but the casual observer might not have noticed that there always is, if time permits, one or more players backing up those who are directly interested in hand-

ling the ball. If the shortstop throws to first base it is dollars to doughnuts that the pitcher tries to either cover first base and receive the ball, or to get behind the first baseman in order to guard against a possible throw that will be out of the first baseman's reach. Or if there should be a ball thrown by an outfielder to third base to head off an approaching runner, it is reasonably certain that the shortstop, the pitcher, or even the catcher is hustling to get over there to protect the throw. Then observe the opposing team as their men take their turn at the bat. The captain of the team has been studying the situation; he signals to the batter to "bunt," to "line her out," or for a "hit and run" play, as the circumstances may seem to warrant.

But, suppose that the pitcher is being batted frequently, or a fielder muffs an easy fly, or the shortstop fumbles a seemingly easy grounder, or a baseman drops a well thrown ball; do the rest of the team commence to roast the one who made the error; do they call him "butter fingers," or "ice wagon," do they tell him he is a "has been" or "never was?" Not much—the "fans" may do so—probably will—but if you are using your ears to good advantage you will hear such expressions as these: "Never mind that, old man, that was a fluke hit, they can't do that again, get yourself together," or "that's all right, old fellow," or "don't mind that, we'll get them on a double play now," etc. And when an exceptionally nice bit of judgment is used you will see the one who made the play receive an encouraging pat on the shoulder accompanied by a whole-hearted compliment which makes the recipient feel glad that he is a member of that team. Then comes their turn at the bat; the captain comes hurrying in from the field, picks up a bat, and says: "Now, men, get into the game, good and hard, it ain't too late yet, we've simply got to have this game, here's where we are going to put them on the run," and the team gets new ginger in their veins and each member takes

his turn at the bat with determination showing in their every move.

But, on the other hand, supposing that instead of handing out encouraging words to each other the roasting practice was adopted; what success do you think a team would attain? We think we know what the result will be; players rattled, discouraged, disheartened and sulky and, if such conditions continue, the team's record at the close of the season will be found at the bottom of the list.

A team composed of all stars without good team work, or a team that has a few grouches among its membership, will have but little chance against a team of inferior players who are possessed with perfect team work, who are in the game from start to finish, and whose members play for the team in preference to playing solely for individual record.

What is the matter with developing team work in our Divisions and in our adjustment committees? That is to say, be particular in the selection of the very best members to serve as officers of the Division and as committeemen; render to them the very best consistent support, and cheer them on in their work even if things do not always come out as you wish. If a seeming error is made do not roast or nurse a grouch; just say "Never mind that, we'll have better success in the next inning," or "Get into the game, brothers, it ain't too late yet, we'll cut the mustard next time." Don't be a grouch, don't be a member of a caboose committee, don't indulge in street-corner criticisms, but attend Division meetings, support your officers and committeemen in their work, push and pull the best you know how, and "get into the game."

## Railroad Clubhouses

Many people fail, from lack of knowledge, to understand the conditions that have surrounded men engaged in train and engine service, while absent from their home terminal—we refer particularly to the freight service.

At many of the freight terminals the only boarding places open to men in that service, and at which they can afford to stop, have a bar which is also the office and is nearly always the only room in the building that can be used as a lounging place and a reading room. The influence of such surroundings should not be difficult to understand.

That all railroad corporations are not indifferent to the welfare of their away-from-home employes is made evident in the provisions that some of them are making for their men by the establishment of clubhouses, rest-houses, reading-rooms, etc., at or convenient to their large terminals. The movement started years ago but was of slow growth for, at that time, managing officials seemed not to realize the importance of surrounding their men with something that would counteract the influence of the saloon and kindred attractions.

It is believed that to the Y. M. C. A. belongs the greater portion of the credit for the pioneer work in behalf of railroad employes, and that that organization received but little encouragement from railroad companies in the beginning of the movement. But they kept everlastingly at it until the Railroad Y. M. C. A., became a pronounced success and their buildings may now be found covering a large percentage of our railroad mileage. From an attitude of indifference the companies have changed to one of strong commendation and support. Generally speaking, a company builds such a house or contributes the larger portion of the building funds, and contributes from one-third to one-half of the operating expenses, the balance being paid by the members of the association. The railroads undoubtedly took up this work in a spirit of reform but do not hesitate to acknowledge that a considerate treatment of their men was good business policy and that the companies are receiving good returns in lieu of the money invested.

Separate and distinct from the Y. M. C. A. institutions, however, are the club-

houses and similar buildings that are built and managed by the railroad companies themselves. The Southern Pacific System now has four of these clubhouses in operation, the latest addition being the one at Dunsmuir, Cal., the headquarters of their Shasta division. It is understood that the company is preparing to build seven more clubhouses, the Oregon Railway & Navigation Company is building three, and it is expected to gradually extend them to all division headquarters of the entire Harri-man system of railroads.

The Southern Pacific clubhouses cost from \$10,000 upwards and are said to be attractive, both inside and out. Neat and inviting bedrooms, bathrooms, toilet and washrooms, cardrooms, writing and reading tables and billiard and lounging rooms, all well furnished and properly cared for. Stationery is provided and opportunity for study is offered to club members whose only requirement for membership in these clubs is their signature to the following pledge:

"I hereby certify that I am a *bona fide* employe of the Southern Pacific Company, and I hereby agree to conduct myself as a gentleman while enjoying any of the privileges of the club."

The Atchison, Topeka & Santa Fe is operating a system of reading rooms—really buildings—on their lines in California, Arizona and New Mexico, the most modern of their buildings being located at Needles, Cal. Plenty of sleeping rooms, good libraries, and fine bathing and toilet facilities are provided.

On the Pennsylvania and Baltimore & Ohio railroads the rest-house—a modern building where clean, comfortable beds and palatable meals can be had at a low cost—is taking the place of the old-time saloon-boarding house.

The Philadelphia & Reading has four of these resthouses, one of them being capable of accommodating two hundred men.

The clubhouse movement does not seem to be an effort to reform the men but, on the contrary, to be a purely business proposition and, as such, is sure to bring ample and satisfactory returns in the sending of men to their work with clear eyes, clear brains, ability to correctly observe signals, properly interpret and carefully obey orders and rules, and use that superior judgment which is so necessary in the successful movement of long trains from initial to terminal points. May the railroad clubhouses multiply.

## Editorial Notes

### Mr. Winchell at Council Bluffs, Iowa

Mr. B. L. Winchell, president of the Rock Island System, was entertained recently at a dinner given by the Commercial Club of Council Bluffs, Iowa. In response to a call he took for his subject "More Prosperity or More Unwise Laws—Which Shall It Be?" and said in part:

"One of the questions the nation must soon solve is that of responsibility for railroad success or failure. Under existing conditions such responsibility has been taken away from the owners. They are not in full control either of the rates or of the expenditures."

The trouble into which the railroad men say they have been plunged was described

by the Rock Island's president in this way: "With the many state legislatures and state railroad commissions working independently to so reduce railroad revenues that too much money shall not find its way into or remain in the treasuries of the railroads; with the right of the interstate commerce commission to reduce interstate rates, and with the right of the national Congress to increase the cost of operation, who will be responsible if the net results are not such as to keep things moving? Who will be guilty of having broken down our transportation system? The business men will in time be demanding an answer to this question."

## Famous Dog Speech

BY SENATOR VEST

Some years ago the late Senator Vest was attending court in a country town, and while waiting for the trial of a case in which he was interested he was urged by the attorneys in a dog case to help them. He was paid a fee of \$250 by the plaintiff. Voluminous evidence was introduced to show that the defendant had shot the dog in malice, while other evidence went to show that the dog had attacked defendant. Vest took no part in the trial and was not disposed to speak. The attorneys, however, urged him to make a speech, else their client would not think he had earned his fee. Being thus urged, he arose, scanned the face of each jurymen for a moment, and said:

"Gentlemen of the jury: The best friend a man has in the world may turn against him and become his enemy. The son or daughter that he has reared with loving care may prove ungrateful. Those who are nearest and dearest to us, those whom we trust with our happiness and our good name may become traitors to their faith. The money that a man has he may lose. It flies away from him, perhaps when he needs it most. A man's reputation may be sacrificed in a moment of ill-considered action. The people who are prone to fall upon their knees to do us honor when success is with us may be the first to throw the stone of malice when failure settles its cloud upon our heads. The one absolutely unselfish friend that man can have in this selfish world, the one that never deserts him, the one that never proves

ungrateful or treacherous, is his dog. A man's dog stands by him in prosperity and in poverty, in health and in sickness. He will sleep on the cold ground where the wintry winds blow and the snow drives fiercely, if only he may be near his master's side. He will kiss the hand that has no food to offer. He will lick the wounds and sores that come from encounter with the roughness of the world. He guards the sleep of his pauper master as if he were a prince. When all other friends desert, he remains. When riches take wings and fall to pieces, he is constant in his love as the sun in his journey through the heavens. If fortune drives the master forth an outcast in the world, 'friendless and homeless, the faithful dog asks no higher privilege than that of accompanying him, to guard against danger, to fight his enemies. And when the last scene of all comes, and death takes the master in its embrace, and his body is laid away in the cold ground, no matter if all other friends pursue their way, there by the graveside will the noble dog be found, his head between his paws, his eyes sad, but open in alert watchfulness, faithful and true, even in death."

Then Vest sat down. He had spoken in a low voice, without a gesture. He had made no reference to the evidence or the merits of the case. When he finished, judge and jury were wiping their eyes. The jury filed out, but soon entered with a verdict in favor of the plaintiff for \$500. He had sued for \$200.

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## Fair Play for the Railroads

It must seem good to the railroad men to see a prominent newspaper espouse their side of the case, so we reproduce the following interesting comment from the *Kansas City Journal*:

"The plea for fair play for the railroads made by W. C. Brown, the newly elected president of the New York Central, is so obviously temperate and truthful that it

should shame even the rankest demagogue who poses as a corporation baiter.

As President Brown says, the wages of railroad employees, as well as almost every article used by railroads, average seventy-five per cent higher, while freight rates average fully sixty per cent lower, than thirty years ago. Furthermore, prices have been advanced from twenty to forty per

cent—in some instances 100 per cent—in almost every branch of human industry except transportation. Many merchants and manufacturers who have advanced their prices most are loudest in their protest against a reasonable increase in railway tariffs. What is sauce for the goose ought to be good seasoning for the gander.

To a reflective mind the crusade against the railroads which has been carried on by politicians and yellow newspapers for the past few years is the most remarkable exhibition of injustice and poor judgment to be found in the annals of American politics.

And, curiously enough, this foolish crusade has found more favor among the people of the west, who are most largely dependent upon the railroads for their own prosperity.

In the east and middle west the majority of the people have been conservative and fair, except where they have been deceived and misled by such demagogues as La Follette and his class; but in the trans-Mississippi west there has been a concerted attack all along the line upon railway rates and railway managements which is without a parallel in its blind injustice and lack of logic.

And yet the trans-Mississippi west would be a wilderness today but for the farsighted energy and liberality displayed by the railway builders.

Roads have been built throughout this western country in sparsely settled sections

where the only inhabitants were the coyote and the prairie dog.

Rates have been made, the lowest in the world, to build up cities and towns which would never have existed otherwise.

And although this liberal policy has been pursued for forty years and more, the railroads in many cases are still waiting to get their returns upon the investments.

Today not a railroad west of the Mississippi river is earning expenses on its passenger business. Every railroad in the country is loaded down with debt. And yet, when they ask for a small raise in rates, a great outcry goes up from commercial bodies from the Alleghanies to the Rocky Mountains.

And, worse still, every legislature in the west is striving to force railway tariffs, freight and passenger, down to the vanishing point of profits.

When will the people understand that their own prosperity is dependent upon the rapid development and strengthening of transportation facilities?

Practically every railroad in the west needs to be rebuilt, with double tracks, more cars and locomotives, better roadbeds and improved safety appliances. Yet it is impossible to get these things without adequate earnings.

Not a single western state has half as many railroads as it needs for its own development and the prosperity of its citizens, producers and shippers, but it is idle to expect the railroads to be built in the teeth of hostile legislation."

### Proper Knowledge for the People

In answer to a question raised by a physician, in a medical journal (*New York Medical Record*), as to why medical men should "swamp" the daily newspapers with articles on the hygienic and medical uses of alcohol instead of sending them to the medical journals, Dr. J. M. W. Kitchen of New Jersey replied in a subsequent number (Nov. 28, 1908) as follows:

The writer is hardly in accord with Dr. Jacobi's criticism of professional writing on alcoholism in the lay press, for it really seems as if the general public is calling on

the medical profession to make a more definite statement as to the physical effects on the human body of the moderate use of alcohol than has yet been declared.....

We want a generous discussion of the following propositions:

(1) The habitual use of alcohol in small quantities, which to superficial observation does not harm, really does physical damage by inducing a habit of dilatation of the arterioles with secondary results due to throwing undue arterial pressure on various organs.

(2) Any individual using alcohol even in small doses is in the grasp of the alcohol habit and is injured in proportion to the amount ingested and to the regularity of the indulgence.

(3) Under all ordinary conditions of health, any physical advantage due to the pleasure of the indulgence or to the nutritive effects of alcohol is far outbalanced by its evil effects which are not perceived immediately but are cumulative.

(4) The primary physiological effect of apparent stimulation is only the beginning of paralysis due to the coagulative effect of the alcohol on cell peripheries, and, deepening the effect to the cell centers reduces vital activity in the cell.

(5) So-called moderation results, in the vast majority of cases, in indulgence that is measurably immoderate, and usually shortens life and weakens self-control.

The question that is now before society for its decision is whether society must suffer the consequences of the grossly ignorant and damaging use of alcohol in order that those who are only slightly hurt by moderate indulgence may be allowed the pleasure of that indulgence; whether this agent is to remain in force as one of the influences for ridding the world of those least fit to survive or whether this substance, so potent because of its peculiar properties, is to be placed with things too dangerous for general use.

### The Age Limit

Various discussions have from time to time been printed on The Age Limit established by railroad managements for the government of subordinate officials in the employment of new men, and The Age Limit for the compulsory retirement of men who have given long years of faithful service, who are well fitted by experience, sound judgment and physical condition to continue in their work. We are glad, however, to add the following from the editorial columns of the Texas Railway Journal and commend it to our readers for it is written by one who has evidently given the subject considerable thought and knows whereof he writes:

The age limit set by many of the big railway systems of this country is getting to be a serious problem with the average man of the profession. So far as the public is advised, this limit is accepted on the broad proposition of safety to the traveling public; believing as they do that the infirmities of man are the real cause of the unsafe condition in the world of transportation; but time will be when these erroneous ideas will pass away and the cause of railway accidents of today, that are so common and so disastrous, will be better understood. Those who are in the service, as well as those who are barred by some defect or other, discovered by an expert examiner after hours of search in and around the human anatomy, know full well that the trouble is not in the physical condition of the man—or if it is it comes from over-exertion—but in the physical condition of the railway equipment instead. Of the many and fatal wrecks that the daily

press chronicle, what per cent of them is the cause related? And why this condition? When the employe is at fault—a mistake of a human at a critical time—it is readily given the public—otherwise causes are rarely shown by the press dispatches. Known or unknown defects of equipment of any character are not discussed through these channels and the accident passes as an unavoidable—and let it go at that. The hundreds of thousands of employes, say nothing of the passenger list, who have been killed and maimed by the railway accidents in this country, are historical evidences of this system of saving money at the sacrifice of human life and limb—piling up millions—for what? Public sentiment will become thoroughly awakened in time, and these things will be righted, of which we are fully convinced. The physical condition today of thousands of railway men who are denied service on that account is five hundred per cent better than the physical condition of the equipment of the railways that deny them service. Reforms in this direction are coming, and laws will be enacted that will protect life and limb in an equal ratio with that of property, and who will say that they should not be passed? This is the work that organized labor is so intensely interested in just now, and this is the work that will be accomplished by those who love humanity better than they love the filthy lucre.

Be honest and fair yourself, then you can demand honesty and fairness of the other fellow. Apply this principle in all of your undertakings, and you will soon discover pleasing results; your midnight slumbers will be peaceful and refreshing, and you'll never think of looking backward, when turning a corner, to see if you are being pursued.

# Railway Information

The extension of the Denver, Northwest-ern & Pacific from Yampa, Colo., north to Steamboat Springs, twenty-nine miles. has been opened for operation.

The New York Central & Hudson River railroad is making plans for the improvement of the road which will cost \$35,000,000 and this is to come from the 1909 budget.

The Grand Trunk Pacific has ordered sixteen first-class coaches, ten colonist cars, eight second-class coaches, five parlor cafe cars and three dining cars from the Canada Car Company.

The Missouri & North Arkansas main line has been completed from Neosho, Mo., to Helena, Ark. Connection will be made with the St. L., I. M. & S., the Y. & M. V. and the I. C. at Helena. Regular train schedule went into effect on March 1.

The Boston & Maine is to install telephones for train dispatching between Boston and Fitchburg, fifty miles. A metallic circuit will be put up, to be composed of copper wire weighing 210 lbs. to the mile, and Gill selectors will be used for calling.

Press reports indicate that the contract between the National of Mexico, the Mexican Government and the St. Louis, Brownsville & Mexico Railroad for the building of an international bridge across the Rio Grande to connect the two systems of railway, has been formally signed.

Press reports indicate that western railroads are going to bend every energy toward bringing about a return to a 3-cent basis for passenger fares in all states, and have already decided to file a 3-cent tariff for the state of Missouri to take effect in April. As soon after this date as possible the interstate rates will be raised to be in line with the 3-cent rate through Missouri.

Application is being made to the Canadian Parliament by the Grand Trunk Pacific for an act empowering the company to build additional lines of railway as follows: From a point on the main line west of Pembina Crossing, Alb., in a southwesterly direction to a point near the Embarras river, thence in a southerly direction toward the headwaters of the Little Pembina river, about 100 miles. From a point on the main line along the Embarras river in a southwesterly direction towards the McLeod river, about twenty-five miles. From a point on the authorized line between Calgary, Alb., and Coutts, in a southwesterly direction to McLeod, thence through the Pincher creek vicinity to the western boundary of Alberta, about 100 miles.

Work on the Missouri, Oklahoma & Gulf from Lamar, Okla., south to Calvin, 17.1 miles, has been completed and the line opened for operation.

The Southern Pacific is building a second track between Rocklin, Cal., and Colfax, about thirty miles. This second track is on new center line with a maximum grade of 1.5 per cent. compensated.

The Virginian Railway will commence track laying on the Winding Gulf branch about April 1st, and will have the entire branch to Pemberton completed by November.

The Tuxpan & Furbero is building a line from the Port of Tuxpan, in the state of Vera Cruz, Mex., to Furbero, in the same state, fifty-four miles. Track has been laid from Tuxpan to Cazones, twenty miles.

The Long Island Railroad has contracted for automatic block signals from the Raurit to Far Rockaway, about five miles, or about ten miles of track. This is on the Rockaway division, which is electrically operated, with a third rail. Alternating current will be used for the signal track circuits.

The Canadian Pacific plans to carry out improvements during 1909 on its western lines as follows:

Completion of double track on remaining eighteen miles between Fort William, Ont., and Winnipeg, Man.

Extension from Teulon, Man., northerly about seventeen miles, from a point two miles north of Komarno towards the Icelandic river.

Track is to be laid on the Mowbray branch from Mowbray, Man., southeasterly six and one-half miles.

On the line from Saskatoon, Sask., west to Wetaskiwin, Alb., 325 miles, track is to be laid from Wilkie, Sask., the present western terminus, ninety-nine and one-half miles west of Saskatoon, to Hardisty, the present eastern terminus of the Wetaskiwin branch, 131.7 miles.

Branch to be built from Weyburn, Sask., to a point twenty miles west.

In Alberta, the line from Lacombe, east to Stettler, fifty-one miles, is to be extended east thirty-five miles.

A branch is to be built from Cheadle, Alb., on the Calgary section of the main line, north to the Lacombe-Stettler line, forty miles.

A branch is to be built from Kipp, Alb., on the Macleod section of the Crow's Nest Pass line, north to a point on the Little Bow river, twenty-eight and one-half miles.

### Signaling

The Northern Pacific expects to install automatic block signals for forty-five miles of double track between Tacoma and Seattle. Three-position semaphores giving indications in the upper right-hand quadrant will be used.

### Completing Road to Denison

Press reports show that the completion of the Missouri, Oklahoma & Gulf to Denison, Texas, is assured. This road is now being built and is in operation from Waggoner, Okla. to Calvin, Okla., and about half the distance between Waggoner and Denison. At Calvin the road connects with the Rock Island System and at Denison connection will be made with the Gould and Harriman lines.

### Section Hands Ride in Autos

Wealth is no longer a requisite for the enjoyment of an automobile. The Chicago, Milwaukee & St. Paul Railway has installed twenty-five motor cars on its Savannah division for laborers. The machine is somewhat similar to the old-style handcar. In the center the engine is covered with a boxlike case, and this serves as a seat for the passengers. Railings extend around the vehicle and the workmen may lean comfortably against these and swap stories as they spin along to work.

### St. Paul Buys Small Road in Washington

Press reports indicate that the Chicago, Milwaukee & St. Paul has purchased the Priest Rapids Railway Company. It is located on the west bank of the Columbia river in Benton county and was originally projected as an independent electric line from Beverly southward, a distance of fifty-five miles.

President A. J. Earling of the Chicago, Milwaukee & St. Paul, says that the Priest Rapids road will be combined with the branch line of the Chicago, Milwaukee & Puget sound, already under construction from its Columbia river crossing at Beverly.

The New York State Public Service Commission, Second district, has issued an order directing the New York Central to put into effect on March 30th, rules forbidding any employe going on the top of moving trains or locomotive tenders, freight or passenger, on any portion of its lines within the electric zone (New York to Croton and to North White Plains), or in making up trains, switching or other train movement at or about any station yard or siding within the electric zone when such

movement passes under or within 300 feet of any bridge or other overhead construction having a clearance above the track of less than twenty-one feet.

### Haul Trains With Electric Engines

Four big electric locomotives are soon to be delivered in St. Paul for the Great Northern railway. The completion of these electric locomotives marks a new event in the history of electric traction in America, as it means the use of the three phase system for heavy traffic work as well as the first attempt to handle the entire traffic on a main trunk line with electric power.

The Cascade tunnel in the heart of the Cascade Mountains, Washington, on the Great Northern main line, is 2.63 miles in length and the intention is to operate all passenger and freight trains through this tunnel, as well as in the two yards at each end of the tunnel, by electric power. The plan consists of the development of a water power of 7,500 horsepower in Tumwater Canyon. The power plant is located on the Wenatchee River, about three miles west of Leavenworth and the electricity is transmitted about thirty miles to the tunnel.

### LOCOMOTIVES WEIGH 115 TONS.

The approximate cost of the work is \$1,250,000, and it will be the first attempt in the country to handle freight on the heavy grades with anything but the steam locomotives. The electric locomotives are highly interesting electrically and mechanically. They are what is known as the double truck type. The total length is forty-five feet, the rigid wheel base, however, is only eleven feet, so that they can take the curves without difficulty. The total weight of each locomotive is 115 tons and all of this weight is on the four drivers. The drivers are five feet in diameter. The motors are wound for a pressure of 500 volts, but the line pressure is 6,600 volts, which makes necessary the intervention of special stepdown transformers which add considerably to the weight of the locomotive. One advantage of the three phase equipment, which is an important one, is that they operate at a constant speed regardless of grades and load. The economy of the plan is apparent when it is taken into consideration that a speed of fifteen miles per hour will be maintained as against eight miles per hour with the 250-ton Mallet type steam locomotive now in use, thereby enabling the company to nearly double tonnage that pass through the tunnel every twenty-four hours.

It will be a big improvement over the present method of handling passenger trains, as passengers will not be annoyed by smoke or gas.—Railway Record.

# The Auxiliary

This Department is intended to serve the same purpose among the wives, mothers, daughters, and sisters of our members that the Order Department serves among our members. The rules at head of Order Department will also apply to this one. Communications for this Department should be in this office not later than the 15th of the month for use in the following month.

## Columbus, Ohio.

### The Medal Contest.

The Medal contest has been decided by the Advisory Board and results in awarding the Medal to Bridge City Division 42, Logansport, Ind.

Mascot Division 59, Boston, Mass., and Robt. Pitcairn Division 9, Pittsburg, Pa., are a tie for second place in the contest, Alabama Division 117, Birmingham, Ala., being third and in the lead in charity work.

MRS. E. HIGGINS, G. S. & T.

MRS. P. C. CALLAHAN, C. G. E. C.

## Jackson, Mich.

Granger Division 90 celebrated its thirteenth anniversary February 26, and it was a success in every detail. The only thing to mar the pleasure was the severe storm of the evening before which kept many of our brothers from being present.

The year of 1909 looks bright for Granger Division. We have energetic officers and live floor members. One candidate to initiate at our next meeting and others in view. As we have passed the unlucky thirteen, we feel that our success is assured.

Granger Division had an invitation from Bay City to attend the organization of Division 268 and ten of our members responded. The sisters who staid at home missed a good time, as the Bay City sisters are royal entertainers.

It is always a pleasure for me to read our Journal, especially the Fraternal column. I was pleased with the letter in the December issue from Eware Est Humanum, as she expressed my sentiments. I am of the opinion that Mrs. B. L. Thomas is not a member of the Ladies Auxiliary or the wife of an O. R. C. man. I believe the O. R. C. and L. A., taken as a whole, are a success. There are brothers and sisters, I am sorry to say, who publicly criticise their brothers and sisters, and the Division to which they belong. We usually form the opinion that they have never been much of a success in life. How true is the saying that, "Our relations are thrust upon us, our friends we choose." I consider that we choose our sisters as our friends when we take our obligation and allow our names to be placed upon the roll. Let us not for a moment forget that we are true sisters, not bound by the ties of blood, but by a sacred obligation. Let us be determined to

do what will be best for our Order and set aside our personal desires and ambitions. We must be considerate of those who differ in opinion. The ways of life differ, and so the paths of thought divide. We know there is a day of reckoning, and an account is taken of all we ever accomplish or fail to accomplish. Nothing can resist time but the good we have done. Time itself is a blank space, absolutely worthless, unless we write upon it with our deeds.

"There's dark spots and light spots

In this world of ours.

We find in life's pathway

Thorns amidst the flowers.

Love will enlarge the light spots,

Then what ere betide,

Grasp the flowers firmly,

Cast the thorns aside.

Let us never be caught drifting,

But earnestly work and strive.

It takes live ones to paddle.

It's the dead that floats with the tide."

MRS. W. B. COCHRAN.

## Bay City, Mich.

Allow me to introduce to the readers of the Journal Amica Division 268, which was organized January 13, 1909, by Grand President Sister Moore, assisted by Sister Elizabeth Harck, of Jackson, Mich. We enrolled twenty-seven charter members and have the promise of a few more who wish to join us in the near future.

We had public installation of officers in the evening, which was attended by visiting members from Detroit and Jackson. Our grand president, Sister Moore, gave us a brilliant talk and pointed out to us in many ways the relation we might claim to one another if we but stopped to think, as we have the same anticipations, the same joys, the same fears and the same sorrows. The visiting sisters were called upon to speak and responded with much fervor towards our new undertaking. Brother Millington, of Texas, who happened to be in our city that day, favored us with a short address, and paid some glowing tributes to the members of the O. R. C. and the wives of the conductors in general. We are confident our officers are well chosen and predict that with the assistance of the members they will meet with marked success in their work.

Sister Chisholm had the honor of naming our Division "Amica," which means warm-

est friends, disposed to peace and friendship, working together harmoniously in social relations and mutual transactions, and with the good will of all, we hope we shall merit the name we have chosen.

We have entered into our work with willing hearts and hands and see no failure destined to be ours while we have our efficient grand president to guide us. Although we are a small Division, and so recently organized, we hope, however, to be represented this coming May in Boston by Sister E. Chisholm, our delegate.

MRS. W. C. MCGLONE.

### Sayre, Pa.

Having been elected to the office of correspondent for Division 168 again this year, I deem it my duty to have something to show in the CONDUCTOR at least once a year, to show that we are still alive and doing business at the old stand. We have started the new year with a full corps of new officers and, of course, they will all try to outdo their predecessors in the fulfillment of their duties, which keeps up an intense interest, and everybody enjoys and keeps the meetings lively. We intend to give a thimble party soon and would like to hear from Sister Smith, of Binghamton, how they managed to make so much money, as we would like to have a good time and put a little money in our treasury at the same time.

We miss Sister Broughm at our meetings, as she always furnished such good music on the piano to enliven the feelings of the members, and hope to soon see her back in our midst. We have many good times by getting up ten cent suppers and inviting our good brother conductors, and it helps to bind the ties of brotherhood more firmly together as well as to reimburse our treasury. Wishing all Divisions of the L. A. to O. R. C. a year of prosperity, I will close.

MRS. J. JAY LEWIS.

### Livingston, Mont.

Having vainly searched the columns of the Journal for months for a word in behalf of Division 226, by our correspondent, I have decided to let you know we still exist, although some of our members, including myself, are inclined to forget our meeting days. Fortunately, however, we have some very faithful members who strive to keep up the interest and jog our memories. I noticed an article in the November Journal written by Mrs. B. L. Thomas of this place, which has brought forth a number of articles of comment and criticism, she being referred to in each instance as "Sister" Thomas. If she were a member of our Order she would remember that "An injustice to one is an injustice to all," etc., and would have refrained from using such

terms and expressions in reference to the brothers and sisters as she used in said communication.

Should there be another (member or otherwise) who feels called upon to censure our worthy and perfectly capable editor as this lady does, we kindly direct their attention to the note at top of first page of communications. A MEMBER.

### New Haven, Conn.

A greeting from New England.

In the state of Massachusetts is dear old Boston town and all its pennants are flying with O. R. C. in blazoned letters. Hundreds of delegates and visiting brothers and sisters are preparing to go "east" this time to visit the land of their forefathers, dear old New England, the "Mother of America," whose lusty, full grown children, the United States, have jumped down out of her sheltering arms and have scattered over our fair land. 'Tis the land where the Pilgrims first steered their bark for its rocky shore and landed on Plymouth Rock in 1620, taking the first step to freedom and a new world; where the first Thanksgiving day was celebrated and where, with their puritanical spirit of endurance, they struggled through that first terrible winter of want and suffering. How their hearts must have rejoiced at the first sight of the little "Mayflower" when she hove into sight laden with a cargo of supplies and many loving messages from the dear ones in the "old world"; thus ended the privations of our first settlers. Far o'er the sea they had gazed hour after hour, but yet no sight of the beloved Mayflower. It was the home of John Alden and fair Priscilla; the land of Hiawatha, those beautiful poems made famous by the illustrious poet, Longfellow, whose memory like his poems, will live forever; the home of Paul Revere who made his famous ride and warned the countryside; the home of Daniel Webster, Benjamin Franklin, Eli Whitney, of the cotton gin, Fulton, of the steamboat, John G. Whittier, Oliver W. Holmes, W. Cullen Bryant, Ralph Waldo Emerson, in fact nearly all our famous men who will go down in American history and in the "Hall of Fame." You will see more historical sights in New England than if you toured the civilized world, for Boston is a gilt-edged, rock-bound history in itself, brimming over with memories of love, war and romance. New England is a wheel of fortune with Boston as its "hub," and we are the spokes that are encircled within its vast tire of friendship and sincerity. Come back to New England, ye who have strayed, its portals are open, its lights never fade.

It is greatly due to Brother Parant of Division 413, for his able address at

Memphis that we have the pleasant anticipation of meeting old friends and renewing acquaintances. Brothers and sisters from the Atlantic to the Pacific, from Canada to Old Mexico, the hand of perpetual friendship is extended to one and all, and "Welcome" will greet you when you near the "South Terminal" and hear, "Boston, last stop; all out for the Conductors' Convention."

Come to New England, with its rocks and rills,

Its verdant valleys and sun-kissed hills;  
Its lofty mountains and rock-bound coast,  
Come! and let "Old Colony" be your host.

Come to the spot where the Pilgrims first trod,

In a strange land with none to bid welcome but God;

Where the bright folds of Old Glory were unfurled,

That gave a new nation to the vast world.

Where the minute man, with musket ready for the fray,

From Lexington to Bunker Hill he won his way;

Where gallant Paul Revere rode and gave the alarm

At midnight through every Middlesex village and farm.

Come to its homesteads, where brain and brawn

Arise with the lark to their labors at dawn,  
Ceasing at even-tide when the sun sets low,  
Leaving the sky resplendent in the after glow.

Come to the fertile farms where plow and harrow are sped,

To its mills where toiling thousands earn their daily bread;

To the wide spreading meadows so sweet and cool,

Where the moon beams are reflected in each shady pool.

Where the forests of pine in the soft winds sigh,

Their giant branches seem to pierce the sky;

To the home of Longfellow, where oft he tempted the Muse—

He rests in "Sleepy Hollow," his grave refreshed by morning dews.

Come to our wide harbors, where the beacons shine forth

That bring the ocean liners safely into port;  
Where the waves of the Atlantic widely lash its shore.

Come! brothers and sisters, there's "Welcome" galore.

MRS. LOUISE B. FLANIGAN.

## Columbus, Ohio.

It has been a long time since Capital City Division has been heard from and as I have been elected correspondent for the year, I am afraid my sisters will think I am not doing my duty, so here she goes and my best possible.

We had a joint installation of officers December 21, and after all the officers were installed, the conductors invited us to the banquet hall, and all had a delightful time eating, drinking and telling good jokes. At the same time it gave every one a chance to become more acquainted and in this way we feel that this is a good way to cement the good work started. Sister Higgins was installing officer and presented Sister Condon with a gold pin, emblematic of the Order, for her faithful work of the past two years. We now have a new set of officers and they all need our help so, sisters, let us stand by them and do all we can to help them, for without our support, they can accomplish nothing. Our new secretary, a transfer from Centralia, Ill., is doing nobly, and our president is doing all she can to assist us with her good and kind influence. Just now, we are starting out very fine with our new year's work, having four new members to be initiated for next meeting, and several to ballot on, making a good beginning for the year, and we hope to continue the good work.

Two of our sisters mourn the loss of relatives, which grieves us very much.

We were pleased to have a visit from the Dennison, O., and Pittsburg, Pa., sisters.

In closing this missive, let me exhort one and all to remember our motto, and especially the word Charity, which, as the Saviour said, "The greatest of these is Charity." Let us always do unto others as we wish to be done by.

MRS. JAMES NEW.

## Providence, R. I.

Rhode Island Division 228 is still prospering, and entering upon the new year of 1909, and we trust it may be a happy and successful one. There is certainly a bright future before us, so let us do our very best, endeavoring always to live up to our motto, Charity, Truth and Friendship. We are planning to celebrate our third anniversary by giving a birthday party and a pleasant time is anticipated. New England Division 157 invited us to their twenty-fourth annual banquet at the United States hotel January 24. It was a feast well worth attending, both to the inner and outer man, and it was certainly a treat to mingle socially with so many of the conductors and their wives. A number of the sisters made a visit to Mascot Division and appreciated highly the kind reception received there, but

it made us quite melancholy to learn that the peanuts of our city could not be compared with those of Sumner St., Boston.

We hear a faint sound in the distance, not of thunder, but of an Auxiliary being formed in Worcester—that means we shall lose some of our members. We shall be very sorry to have you leave us, sisters, but our latch string is always out and we shall always be glad to welcome you.

MRS. ERNEST W. ARNOLD.

### Freeport, Ill.

Division 154 held its regular meeting February 26, and there were fourteen sisters present. That was not a very large number and we are in hopes there will be more at our next meeting, for we would all enjoy it much more if all the sisters would try and come, and I am sure it would please our president.

There are quite a number of our sisters and their families who are on the sick list. Death entered the home of Sister and Brother W. D. Ryan and took from their midst their oldest child, a sweet little girl of five years. Little Elizabeth had a sweet smile and sunny disposition and was dearly loved not alone by her parents, brother and sister, but by all who knew her, and they have the heartfelt sympathy of all the sisters and brothers in this their hour of sorrow.

Let us cherish kindly feelings towards each other and ever remember our motto, Charity, Truth and Friendship.

MRS. LOU JAMES.

### Indianapolis, Ind.

Events have so crowded themselves, one upon another, since the last writing that I fear I may not pick up the pen where it was dropped by our last correspondent. I believe that our election of officers has not been reported, and lest our sister Divisions think we may have dispensed with that "trying ordeal," will simply make mention of the fact that our chairs are filled again, in three instances being refilled by the same sisters, which fact best bespeaks their fitness for their respective offices and the appreciation of the same by our Auxiliary. A word is due our retiring president, in that she, with credit, sustained the charge imposed upon her, thereby commanding universal esteem, and in her withdrawal from office we feel the loss of a most trustworthy officer, while at the same time, we suffer no fears of the incompetence of our new president, who has already proven her capability and worth in various capacities in our Division and lacks only the opportunity of proving them further. As to our other offices, I feel sure of voicing the unanimous

opinion of our Order in the assertion of our confidence of them being ably filled.

In the perusal of some of the letters to the Journal, I read where one Auxiliary complained of their brother Order ostracizing them from their installation for some reason, and I will say this much for our Division that our brothers treated us a little more kindly than that, as we were invited to hold our installation with that of their Order, consequently ours was a joint installation, held on the third Sunday in December, and we had the pleasure of being installed by our retiring president, assisted by Sister Pryor, acting as grand marshal. At the close of our work, Sister Pryor presented our retiring president with a beautiful emblematic pin, in token of our appreciation of her faithful services, and Sister Morrison responded with a few well chosen remarks. We realize that every such manifestation binds our lodge in closer bonds of love.

Our anniversary was duly celebrated on February 13, by appropriate exercises in our hall, followed by refreshments in the banquet hall, which were enjoyed by the goodly number present.

We have adopted the White City floor work and hope, through patient practice, to soon see it perfected, as we would certainly be proud to be able to exemplify it in a creditable manner. As evidence that our Auxiliary is not stationary in its progress, we have recently added to our number one member by transfer, and one by initiation at our last meeting, and have five or six prospective candidates for the near future. But along with our gain, we have felt our loss in the removal of Sister Pryor to Illinois, and we sincerely regret to lose any such good sisters, but trust that our loss may be someone's gain. Some of our members have been cast into the valley of sorrow by the entrance of the grim reaper into their home circle, but we trust they have become reconciled to the Divine Will, and that the sympathy of our sisters alleviated in some measure their bereavement, as that is our mission.

We are glad to report the convalescence of Sister Joslin, who has been quite ill, also the improvement in the condition of Brother Krull, who had the misfortune of meeting with a very painful accident while on duty, though we trust it may not prove serious.

Our socials, with their attendant ten cent contributions continue to be a success, with their guessing contests as no insignificant feature, but we fear that unless our good Brother O'Marra continues to lend his inspiring presence to these occasions they must suffer a rapid decline, as without his kindly suggestions and timely aid we would not be equal to the "guesses." One very important feature of our socials was the

experience meeting in connection with our last social, in which each sister, in accordance with our "dollar plan" was imposed with the duty of telling the wherewithal she earned her dollar, which had been previously pledged, and the "speeches"—well, they were worth the hearing, especially that "silent one" of Sister Hardesty. Our collection netted quite a neat little sum, something near \$28 for our treasury.

I presume the delegates of each Division are beginning to look forward to the trip to the "old historic town" in May, and we feel something of their anticipations. We feel we have selected the right one to represent us and trust that success, as well as pleasure may attend them all.

I enjoy reading the letters from our sister Divisions, and have often thought about the worst fault I could find with them is that most of them are hardly general or broad enough and most too personal, but to me that fault is, perhaps, a pardonable one, as the little things go to make up the aggregate in all things.

I think I have compensated, at least in the amount of words, for my tardiness, though I realize that "quantity" is not always "quality," and as I do not wish to infringe upon the rightful space of any other sister Divisions in these columns, I had better be signing "finis" to this epistle, and with best wishes for each and every Division, I'll hasten my adieu for this time.

MRS. GUY NEWBY.

#### Connellsville, Pa.

Division 197 is growing stronger and better every month. We lost our secretary, Mrs. J. R. Dunlap, for which we were all very sorry, but it couldn't be helped, and her place has been filled by a very good and competent member, Mrs. Lenard.

We have very interesting meetings twice a month and every member who attends always feels amply rewarded for being present, as our loyal president, Mrs. Elmar Colman, conducts the meeting most interestingly and each officer discharges her various duties in a like manner.

We most sincerely extend our deepest sympathy to our sister, Mrs. Sara Dull, in the death of her son.

In a social way things have been somewhat quiet, but with warmer weather we expect to start the ball rolling in that direction.

MARIAN E. LEIBERGER.

#### Ft. Wayne, Ind.

As all roads from now until May will lead to Boston and the Grand Division, there remains but little else to discuss except local conditions. At the present time Division 51 is in a rather stagnant condition, which we hope will soon be improved.

Some of our members are firm in the conviction that "might makes right," and that the majority vote is always and undisputably the right one. But, sisters, the chosen heroes of this earth have been in the minority and there is not a social, political or religious privilege enjoyed today that was not bought by the blood and tears and patient suffering of the minority. It is the minority that has stood in the van of every moral conflict in the world's history and if a man stands for the right and truth, though every man's finger be pointed at him, though every woman's lip be curled in scorn at him, he stands in a majority, for God and good angels are with him, and greater are they that are for him than all they that be against him.

The wise and intelligent man or woman thinks twice before he speaks once and is very particular that what he does say is the truth. The man who deliberately repeats vile gossip with the malicious intention of injuring another has very little moral character and puts all his acquaintances on the defensive when they come in contact with him. And I would suggest to persons so afflicted that they try reading good books as a panacea; their minds will be occupied by so doing and they will have to think and therefore will have no room for inferior occupations.

It is the hardest task in the world to always think good thoughts; we must cultivate our minds to it and labor with our brains as well as with our muscles. God be thanked for good books! If we will allow Milton to cross our threshold and sing to us of paradise, and Shakespeare to open to us the worlds of imagination, or Franklin to enrich us with his science, we shall not want for intellectual companionship and may become cultivated men or women instead of mud throwers.

When a sister is honored by being placed in the president's chair she must be possessed of the true independence of humility and the gift of self-reliance, both of which we all need in our battle with the world. When a presiding officer takes an oath to promote peace and harmony and does nothing but agitate war among her members, then she should realize herself that she is not the right person in the right place—it is cheap, easy and vulgar to be angry and try to vex people. Anger is one of the two indefensible and fearless emotions. It is very easy for us to speak harshly to and of others when we think they are wrong, and generally our motives are a little mixed; we do it because we are sour and angry ourselves and rather enjoy spoiling others' pleasures. We should teach ourselves patience and toleration for other people's opinions and if we should happen to disagree with them, it may be just possible, as Oliver Cromwell said, that

we might ourselves be mistaken. But, whether or not such is the condition, here is where the law of kindness comes in and the much used term, though seldom practiced, of brotherly love. God in his wisdom has put the infinite within us; because we are human we have to make finite things of it and let us make them as big as we can. We must avoid personalities in our fraternal work. When some disinterested sister, who only gets to lodge about once a year, comes in and drops a bomb in our midst just to let us know she has returned to the fold unheralded, she should be given the absent treatment and made to understand that unless she changes her *modus operandi* her room is more to be desired than her presence, especially if she insists on personalities and imaginary injustices.

Quite a number of Ft. Wayne people expect to attend the Grand Division at Boston and we hope to renew many of the pleasant acquaintances made in Memphis in 1907. Our Division has suffered a loss in the death of Sister Ver Valin, who for several years has been a great sufferer.

MRS. CHAS. A. BOWMAN.

### Knoxville, Tenn.

Division 144 is not dead by any means. Mrs. Perry C. Callahan, grand chairman of the executive committee, inspected our Division and assures us that we are right with our work. While the correspondent does not claim any of the honor for the report that Mrs. Callahan will make, we want to say that it is due to the untiring efforts of our president, who believes in everything being done right. We have new officers all around and hope the sisters will use every effort to make this our banner year. We have already taken in one new member and expect an average of one each meeting for the next four meetings.

MRS. L. M. BLEW.

### Omaha, Neb.

Omaha Division 242 held its annual election of officers.

We gave a very pleasant and well attended card party the afternoon of January 16, and several beautiful prizes were given.

Mrs. Florence Carter entertained the Link officers at her home for the purpose of drill practice, after which luncheon was served.

We have taken in several new members and hope to accomplish much during the ensuing year.

On March 17 a party will be held at Sister Hystrem's which we expect to be well attended.

Sister Furst has been very ill, but is now recovering.

Brother Linehan, after a long siege of sickness, is reported as improving.

For the benefit of visiting sisters, we are meeting in Baright's hall, on the second and fourth Tuesdays at 2:30 p. m., and would be glad to have them meet with us when in the city.

MRS. FRED PETERSON.

### Pittsburg, Pa.

Division 266, L. A. to O. R. C., was instituted November 25, 1908, with seventeen charter members, by Deputy Organizer, Sister Ody. This Division is in fairly good shape and expects to improve as it grows older. We have a corps of officers who are willing to do all they can, and they are surely doing good work. The members of Division 471 are very well pleased with the Division and have expressed themselves to that effect. We had two initiates last meeting and have three on the docket for next meeting. Visiting members will find a Division wide awake and pleased to meet sisters from other Divisions at all times. If good wishes can keep a Division going, 266 will have a long and prosperous career, as all the sister Divisions heard from have wished her good luck. We are holding a euchre on March 31, and expect a large crowd and a general good time.

The members of Division 266 extend an invitation to all sisters to visit them, who are assured of a cordial welcome and will be made to know that they are among friends.

B. G. F.

### Ludlow, Ky.

Hello; yes, this is Queen City Division 138 and all officers for 1909 have been duly installed. We thank the ladies of Swastika Division 262, for had it not been for them, don't think we would have been installed yet; Sister Reed acting grand president, Sister Workman grand marshal, Sister Payne grand secretary. Ladies, always a hearty welcome to you—surprise us again.

We gave an entertainment and dance at Douglas Castle hall December 4, but the conductors of Divisions 107 and 513 were conspicuous by their being absent. After a search was made we found two conductors present. (Thanks, Brothers Thornburg and Maloney, come again.) Where are the conductors? How can they expect an Auxiliary to be a success if they don't lend a helping hand? Are we not upholding their rights and their cause? We are not discouraged, and if they don't help us we will prove to them that our work is not in vain. There is no reason why Queen City Division should not be the noblest Division in the U. S. A., for look at the railroads here and the many people they

bring here; so why not bring the convention here, for Cincinnati is noted for its hospitality, so come, ye' convention, here.

We have had two new members lately, and another to be initiated soon. We are making a quilt to raffle off, and have commenced our social entertaining at home.

Success to Brother and Sister Stephenson in Waterloo, Ia. Our loss is someone else's gain.

We extend our sympathy to Sister Haley in the loss of her husband. But God careth for those who humbly bow to him in the time of need.

Queen City Division wishes to thank Brothers Grannen and Walters for the many favors they have shown our Division.

MRS. M. J. MALONEY.

### East St. Louis, Ill.

We, as a Division, are flourishing, having initiated seven new members so far this year. At our last meeting our president, vice-president and a few others presided at a fine luncheon of chicken sandwiches, salad, cake and coffee, put up in so tasteful and dainty a manner as to make it "taste like more," although there was an abundance.

Among our many joys we have deep, sad sorrows, as shadows to temper the sun's glare for us, no doubt, as so recently the dreadfully sad accident to Brother and Sister Lawson's son by being thrown from an engine in the Big Four yards, thus causing them, from the burden of their sorrow, to remove from here, hoping to become more reconciled to fate. Our sorrow and sympathy, but best wishes will follow them, and though absent, "are not forgotten."

MRS. R. G. FAWKNER.

### San Bernardino, Calif.

Division 208 is holding regular meetings every second and fourth Thursdays, and visiting sisters will always find a warm welcome. We held our election of officers in December and nearly all of the old officers were re-elected and installed the first meeting in January by Sister Mathews of Los Angeles, in a very able manner, our president serving refreshments afterwards. Our attendance is good considering the many sisters that have had to leave the city. We do not increase in number as fast as we would like to do. We regret that some of our best members are living in the Angel City and cannot be with us. We all will be real live members—not dead ones. If each member would come to the Division room with love and friendship in her heart, feeling she has a duty to perform, what a beautiful circle of friendship we could have. Many of us think too lightly of the solemn obligation we take when we become members of the Order.

Let us be more charitable toward all; truthful in all that we may think or say, that we may guard our thoughts, for in so doing we guard our lips. Let us form a circle so strong that nothing but the hand of God can break the links that bind us together.

We owe much to the brothers of Division 392 for their generosity in always paying our hall rent, which is one among many favors they have shown, and in our small way we try to pay them in part by sending flowers to their sick and dead and by always attending their funerals in a body. We pass this way but once, so let us scatter roses and pluck out the thorns as we go along.

We have several prospective members in sight. We cannot be the largest or the richest Division, but we can be one among the best if each and every one will do her part.

MRS. H. L. FOLTZ.

### Pueblo, Colo.

Division 41 is, as usual, in fine shape and under the jurisdiction of a noble band of officers that understand the work and are up-to-date women in every way, but if the members would only realize that the officers cannot do it all and that they need the support and presence of the sisters, I know they could get out to at least six meetings in the year if they would only exert themselves a little. I think attending the Auxiliary should be looked at from a business standpoint as well as a social standpoint. One sister will say, "Well, I can't go to lodge today, I have to bake bread." Another will say, "Well, I must bake a cake and buy some bread." Sisters, let them go without cake and come to lodge. I don't believe in any woman neglecting her home and family, but our home duties can be managed in such a way that they will not be neglected. I know of some sisters that have no children but don't seem to get out once a year, and some men are crabbed and cross and that keeps some good sisters at home. My good conductor husband has gone without cake and has eaten baker's bread, the latter of which he most sincerely hates, for the sake of letting his Auxiliary wife attend lodge. He is always willing for me to attend meetings if he does have to eat baker's bread and no cake, for he knows the need of the Auxiliary as well as their kindness. He has been crippled and confined to the hospital and knows from experience their kindness and can appreciate their visits and also the beautiful flowers, which, if they cannot deliver in person, are sent. Now, do come out, sisters, and help make this one of the best years that we have ever had and do all we can for the upbuilding of the grand Order to which we have pledged our support. What is sweeter than a good, pure woman. To the

men who don't want their wives to belong, will say that they don't know anything about us is the reason why they do not want their wives to join the Auxiliary. If they could realize what we are they would know it would be an honor to have their wives be with us. I have talked to men of intelligence along this line and they would get all mixed up and did not seem to know what they were trying to exploit.

We had a private installation and social lunch which was enjoyed by all. We have just had a hat social, each lady taking a hat, untrimmed, in a sack, and lunch in a box. The men bought the hats and lunch, trimmed the hats and had to wear them after they had them trimmed. The receipts at the door were quite good, but the fun was so much more than the money part was almost forgotten. We sometimes think those little socials don't amount to much, but when we think of the fun they bring and the little work it takes to get one up, they count socially, if not financially.

Last year we had several new members and this year have had two transfer cards and the prospect of several new members.

Division 41 has had clouds as well as sunshine, for death has visited some of our homes and called loved ones to the home beyond, where they have no trials or sorrows and where the silver lining is always visible to those who do His bidding.

MRS. PHIL SMITH.

### **Cheyenne, Wyo.**

Division 31 had its election and installation of officers for the year and I hope all of the sisters will work in harmony for the good of the Order, for you all know we have something to work for. We have quite a sum in our treasury and also a pretty fair membership and good officers, and believe that each one will try to do her part.

We have two clubs; one is the card club and the other is the dime social. We served lunches for our brother conductors and have had some very nice times.

MRS. R. C. MATHEWS.

### **Shawnee, Okla.**

I consider it a great pleasure and privilege to represent Division 181 through the columns of our interesting RAILWAY CONDUCTOR.

We, too, have had our installation of officers, which was very pleasing to all, and while the retiring officers were always where duty demanded, I am sure the new officers, with the co-operation of all members, can accomplish greater things for the advancement of the Order during 1909.

We regret the loss of several of our active members by their moving away.

Among those greatly missed are Sisters Boushee, O'Bryant, Geary and Tittsworth, but our loss is a gain to other Divisions. This winter has been a very trying one, as the extreme sudden changes have caused much sickness and many deaths. We are glad that Sister (Dandy) Fox, Brother Theo. Heth, and little daughter Gladys are now convalescent.

My husband and I have just returned from an extended visit through the south-east. We got snow-bound once, but had an awfully enjoyable trip through Kentucky, Tennessee, Georgia, Alabama and Missouri, meeting the good brothers and sisters and enjoying their genuine "southern hospitality." I will never forget the generous hearted, good natured and highly accomplished sister I met in Atlanta, Ga., and I must say that they are the best entertainers it has been my pleasure to meet lately. We were entertained by Sister H. T. Williams, who has all the qualifications for making one enjoy themselves. Sister A. L. Staton furnished delightful music, and the sisters, one and all, were so nice to me that they have, as W. H. Taft says, "won me and brought me under many obligations to them." After the reception I was then shown over beautiful Atlanta by Sister E. R. Richardson. But here—I must get back to dear old Division 181 and tell something more about the doings of this busy little Division. The Ladies Auxiliary gave a ball March 17 in Chrisney's hall, which was quite a success.

We extend a cordial invitation to all sisters who come our way to visit our Division, where we will welcome them with a hearty handshake.

MRS. WM. Q. ADAMS.

### **Buffalo, N. Y.**

Having been re-elected correspondent of Columbian Division 40 for the ensuing year, I have come to the conclusion that Division 40 likes a silent correspondent and have tried to fill the bill. Now I am going to do better this year than I did in the past year. I have had so little to write about, as there has been so little going on in the last year, and the same so far this year, that I did not think it worth writing about.

We have lost two members by death during the year, and Sister Mattison has moved to Olean, New York, so we have lost her in a way, and we miss her smiling countenance very much. We hope she will try and meet with us as much as possible.

We were very glad to have Sister Hattie Holland, of Sayre, Pa., with us again after her long siege of illness, and we expect to see her and Brother Holland in Boston in May to act as our chaperon in their home city. Your correspondent knows from ex-

perience that you will not have any time to get lonesome if you are in Brother and Sister Holland's company.

Through the untiring efforts of the social committee, with Sister Clark as chairman, a very satisfactory sum of money was turned over to the treasurer the first of the year.

We expect our officers for the ensuing year to give us some very fine work, as they have been meeting at different homes of members, taking their rituals and holding schools of instruction so as to have their work perfect.

ETTA M. ROBERTS.

### **Eagle Grove, Iowa.**

Division 49 closed a very prosperous year with Sister C. Nobles as our presiding officer. We are beginning the new year with renewed zeal and interest under the able supervision of our new president, Sister W. Collins. We have two candidates for initiation at our next meeting, with prospects of more to follow. We decided to serve refreshments after each meeting, as we find it a very good way to bring more of the sisters out. A different committee serves each time. Sister Wm. Boylson was chairman of the last committee and she proposed taking refreshments to the home of Sister Holton, where all had a pleasant time.

One sister is visiting a son in Texas and two others have moved to the far west. We miss them and the best wishes of Prosperity Division follow them. We greatly enjoyed a visit from Sister F. Batchelder of North Battleford, Canada. She still retains her membership with us and is one of our charter members. Division 164 O. R. C., gave a ball the 22nd of February. Greetings from Division 49 extended to all L. A. to O. R. C.

MRS. H. M. BELT.

### **Springfield, Mo.**

Although this letter will be a little tardy in reaching the CONDUCTOR, I will endeavor to make amends for it by telling you all I can about what our Division is doing.

Our annual election took place at the first meeting in December. The new officers were duly installed and everything is running smoothly.

Our Auxiliary, as a general thing, is in pretty good shape financially, but just at present we find our funds a little low, so are endeavoring to add to them by quilting. We met with Sister Sence last week and quilted two quilts, and with our new president, Sister Wood Smith, this week, and quilted two more. While we are quilting, we are having a good social time, too, as all our sisters are very congenial and have jolly good times together.

We are planning for a euchre party in the

near future, at which we hope to clear a neat little sum, as well as have a good time socially.

I hope to be able to attend the meetings more regularly in the future than I have in the past and perhaps I will get the run of things more and therefore be able to make my next letter to the CONDUCTOR more interesting.

MRS. F. W. WERNET.

### **Meridian, Miss.**

My budget of news is so small that I am somewhat loath to hold it up for public inspection. We are still in a moderately prosperous condition, and still moving along in the same well beaten path. A new member is occasionally added to our ranks, and as each one repeats the "sweetly solemn" vows, I can only wonder that every one of us does not more fully realize the true import of the obligations we have assumed and make new resolutions to become more loyal, faithful, consistent members of the Order.

We have a very efficient corps of officers for the coming year, and we hope that every member will lend a helping hand towards making 1909 the most prosperous year we have ever known.

I almost forgot to say that we are to have a little innovation, which will, I am sure, be pleasant and interesting. Each sister, at her own convenience, is to entertain the members and their husbands in any way she may choose. Some light refreshment is to be served, and every one is expected to attend.

To each Auxiliary and all the readers of the CONDUCTOR, we send greetings and extend our best wishes for their happiness, peace and prosperity throughout the coming year.

MRS. I. M. RUSH.

### **Sedalia, Mo.**

I am glad to inform our readers that we have just finished a most successful year, and if the saying is true, "There is luck in odd numbers," what should our record be at the close of 1909? Our election of officers occurred the first meeting in December, and in January were duly installed. All new officers were elected with the exception of secretary, insurance agent, and guard. Our retiring president, who ably filled her office for the past two years, was elected delegate to attend the convention in May. We feel the newly elected officers will fill their respective places with credit, and with the help of the members, but unless the entire Division works in harmony there can be but little accomplished. Each and every member should try and make the Division a success and it can be done. Let each one feel that the welfare of her Division depends upon her to attend all meetings if possible, strive to help the of-

ficers and bring smiles to our president's face by filling every vacant chair, and when the next annual election of officers rolls around every member will be entitled to a vote.

Card parties were held at the homes of a few of the members of late and each has been a success both socially and financially. We hope to make sociability a strong feature of this year's work and trust we may all live up to our motto. To all sisters and brothers throughout the land I extend my best wishes for a happy and prosperous year.

MRS. WM. TEDFORD.

### Ashtabula, Ohio.

We wish to thank the Mutual Benefit Department for the prompt payment of the insurance of our husband and son, Mr. C. N. A. Hudie, of Ashtabula Lodge No. 73, who lost his life at Chicago, Ill., on February 1, 1909. Also thank the members for their beautiful floral offering and kindness. Our heartfelt wish is that the O. R. C. may ever prosper.

MRS. LAURA HUDIE, Wife.

MRS. EMMA S. HUDIE, Mother.

### Fort Worth, Texas.

After many days Tygard Division 106 greets you. Our work is progressing splendidly, adding new members at each meeting. And now we are planning to send our delegate to the Grand Division and hope for good results.

We extend our thanks to Turner Division for kindness extended Sister A. F. Conlisk, our grand vice-president. Our joint installation was surely a pleasant day to all who were in attendance. Division 57, O. R. C., has been our help and constant friend for the past ten years; other Divisions can scarcely realize the perfect harmony that exists between Division 57, O. R. C., and Division 106 L. A.: we are a happy band of sisters and brothers in every sense.

We have our sorrows, too. Death claimed

Sister Ashley in February and Sister Slaughter mourns the loss of a beloved son. May God comfort their aching hearts in this deep sorrow.

Our best wishes are for a successful Grand Division meeting and may much good follow the efforts of each and every delegate.

MRS. F. A. INGRAHAM.

### Proctor, Minn.

Division 261 is still alive and doing fine and enters the new year with bright prospects. We initiated a new member last meeting and have several applications. The brothers of Division 405 gave us an excursion to Hibbing, which included a visit to the Mahoning and Hull-Rust, two of the largest open-pit iron mines of the present time, and later a banquet at the Mitchell hotel and regaled us in a most sumptuous manner with all the good things that tact and ingenuity could devise, not forgetting plenty of good music and fine flowers.

We held a joint installation of officers on December 6, and it was quite a pleasure to all, after which we adjourned to the banquet hall and partook of a fine turkey dinner to which we all did ample justice.

But along with our pleasures we have our sorrows, for the death angel in his swift silent flight, entered March 2 and took from our midst our beloved president's husband, Thomas St. Cyr. God giveth and God taketh away. His will be done.

Sisters Hammerston and Wilcox entertained the sisters and brothers at a progressive cinch party in their usual charming manner, after which a dainty lunch was served. We are all hoping these jolly sisters will duplicate the evening in the near future. Our past president, Sister Downey, and Sister Morrison gave us a most pleasing and enjoyable surprise at a musical at Sister Downey's new home on the west side, and those who attended give a very flattering report of the entertainment. The music, both vocal and instrumental, was of a very high order and the program was carried out to a nicety, followed by a most delicious lunch.

MRS. W. CHISHOLM.

## The Unremembered

FLORENCE WILKINSON, IN M'CLURE'S.

Where have they gone, the unremembered things,  
The hours, the faces,  
The trumpet calls, the wild boughs of white  
spring?  
Would I might pluck you from forbidden spaces,  
All ye, the vanished tenants of my places!

Stay but one moment, speak that I may hear,  
Swift passer-by!  
The wind of your strange garments in my ear,  
Catches the heart like a beloved cry  
From lips, alas, forgotten utterly.

An odor haunts, a color in the mesh,  
A step that mounts the stair;  
Come to me, I would touch your living flesh—  
Look how they disappear, ah, where, ah, where?  
Because I name them not, deaf to my prayer.

If I could call them as I used,  
Each by his name!  
That violin—what ancient voice that mused!  
Yon is the hill, I see the beacon flame.  
My feet have found the road where once I came.  
Quick—but again the dark, darkness and shame.

# The Order

This Department is a Forum in which the members can discuss matters of interest to our Order and its members. The editor does not assume responsibility for the ideas expressed by the correspondents to this Department. Personalities, intolerant expressions, detailed descriptions of entertainments or funerals, lists of committees, and matters of purely local interest can not be used. News and communications upon matters of general interest are cordially invited. Write on one side of paper only. No communication will appear unless the name of the author is furnished us. Communications for this Department should be in this office not later than the 15th of the month for use in the following month.

## Birmingham, Ala.

I find that there is a division of opinion among our members as to the present plan of our Grand Division. In looking over the past records of the Grand Division I am inclined to change my views some. The Grand Division as it is now costs a great deal of money. Now if there is any way to change that and get good results from it I am in favor of that plan. I have held that each Division should have a delegate, but I have been led to believe that there are many men who go there for a good time only, and if that is a fact, it is time to make a change.

As we older men are now working to get some kind of a show whereby the older members of the Order may get some of the benefits of that money which for years we have paid out, we can cut down the expenses of the Grand Division from \$75,000 to \$25,000—that would leave a difference of \$50,000 or \$25,000 a year, this to be used to help make a pension fund for the old members.

Now, I hear a howl from the younger members, but I will answer that howl a little later on. I will be asked "what plan is better than the one we now have?" I have a plan which I think is better, and will give you a small outline of it here: This is by state delegates. Let each state hold a convention and elect a delegate from that convention to the Grand Division; and as some states have more Divisions than others, when a state has more than ten Divisions elect a delegate for each ten Divisions. We would get our best men to the Grand Division and the body would be such that the Grand Division could control it. The result would be far better and the expense less. This money could then be used to far better advantage than it has been in the past. It has come a time when a change has to be made and to this change will confront the Grand Division in May, and I hope some wise action will be taken. Let each delegate remember he is sent there to act for the majority and not for himself. The O. R. C. has come to a place where they must stand as a power in this country for good, or decline, and in the future be remembered as a good cause handled wrongfully and misused. Every action we take now either helps or hurts our cause

in the future. Every action should be thought out and looked into before taken. As a serious mistake now made has no remedy, so I say to the delegates, remember there is a load placed on your shoulders that you must be very careful how you carry it or you will fall under it, and when you fall there will be no one to help you rise, for you asked that the load be placed there.

Now I come to the old man question again and what are we to do for him in the future? If I could see and talk to you I could explain this much better as it would take too much space in the CONDUCTOR to tell you what I think. We have a few old men in the Order who have given their lives to the cause and have come to the last sidetrack and are unable to open that switch; shall we open it for them and let that train in the clear where it is out of danger and the markers turned safely, or shall we tell him to get out and let others open that switch? Now, young man, the time will come to you as it has to him when you will be unable to open that switch. Some of you may say that I am a crank and wonder why I have not thought of this in the past; I have thought of this a long time. I have fought the battle for twenty-two years and helped the O. R. C. for twenty years; have never cost the Order a cent yet, and I am able to open that switch when I come to it with a golden key, for I have for a long time looked far into the future. But the plea I make is not for self, but for others who have had misfortune to contend with the same as you, my young brothers, will meet with later. Before you come to the last sidetrack, remember that the old man has made the conditions as they are now—they have put you where you are now. The high standard of wages and the honor of the O. R. C. of today is due to the old man that has stood by your Order in its darker days and placed it in the condition it is in at the present time. He was a young man at one time and things looked as bright to him as they do to you, but there were obstacles to overcome in his path of duty; misfortune had to be met, which the conditions at this time have taken away from your road. You must remember that you will have to give to the old men what you will expect to be given to you when you come near to the last side-

track—that is the helping hand and the white flag and a will to do for others as you would that others do for you. The question of a pension plan I will give later on.

W. H. FLESHMAN.

### Jamaica, L. I.

Division 391 had a public installation of officers on January 12, 1909, followed by a big banquet which was enjoyed by all who were present.

We had a very pleasant visit from several members of Division 312. Brothers J. C. Sheldon and Franklin and several others gave very interesting talks. The pleasant part was a visiting committee from Manhattan Division 200, Ladies Auxiliary, headed by Mrs. Hutchinson and Mrs. W. O. Campbell.

Poor old conductors: what is to become of you? No one wants you and everybody wants to put you in a home—a stranger in a strange land. If we had our own office building in Washington, D. C.—where our headquarters should be—we would be able to pension our old conductors and let them stay home. The money we would subscribe for a home, which would bring us no return, could be used to build an office building in Washington, D. C., where the rentals would go a great way toward pensioning the old conductors.

M. B. JIRDINSON.

### Harvey, N. D.

Division 453 of Enderlin, N. D., has been silent for some time, and I desire to inform you of the occasion of their first annual ball given in their city on January 27th. It proved to be a social and financial success. The spirit shown by the surrounding Divisions in patronage, as well as the presence of members and their wives, together with a large public attendance from various points, combined to make the event one that shall live in the memories of those who were fortunate in being able to attend.

Under folds of artistically draped bunting, displaying the colors of our Order, embellished by four hundred electric lights, alternating in unique fashion the red, white and green, more than one hundred and fifty couples gaily danced to the strains of sweetest music. To the rear of the hall and against an immense American flag, the letters "O. R. C." were swung under a handsome "welcome" sign; to the front, right and left was our motto "Fidelity, Justice and Charity," standing out in strong letters of cut flowers. With the orchestra located in the center of the ball room, almost hidden by electric-lit arches and waving palms, the picture alone was worth the price of admission.

Too much credit can not be given to Brother Peters for his loyal support and decorative instinct, and the general results

reflect the highest compliments to him and all the committees. Brother Olmsted's judgment in their selection is approved, and with his (Olmsted's) extensive acquaintance throughout the state, ably seconded by Chief Conductor Shaw, was greatly responsible for the large attendance and enormous sale of tickets. Supper was served at Hotel Hilton, and the efforts to please put forth by its genial landlord met with the respect of everyone.

Resident officials of the railroad were present and many expressions were made in regard to their support, especially in getting the crews in to attend.

As a visiting member I can truthfully state that for its age and size, Division 453 is hard to surpass for doing things up good when they start with any proposition that boosts the standing of our Order in the esteem of everyone.

The last CONDUCTOR shows that the "scribes" are all busy, discussing the important questions that may come before the convention. What's the matter with our correspondent for Division 117? Wake up, brother, and let's hear from you—for so large and representative a Division as Division 117 should be heard from more frequently this year than it was in 1908. Get busy!

W. J. V.

### Springfield, Ill.

It has been quite a long time since you have heard from Division 206, on account of the correspondent being very busy attending to business pertaining to the Order. Brother W. P. Sheehan, our secretary, has been elected to represent the legislative committee of Illinois before the general assembly that is in session in our city and has been quite busy looking after laws that are of interest to the conductors and other railroad men. With his large acquaintance with the members of the general assembly, he expects good results before that body. He is ably assisted by the different railway organizations.

Brother Geo. R. Hough, one of the oldest members of the Order, and who has been employed with the Wabash for fifty-one years, died at Keokuk, February 18, 1909. His funeral took place at his home in Clayton, Ill., and over 2,000 people attended. The funeral was in charge of the Free Masons, who were assisted by Division 206, who furnished the pall-bearers. The floral designs were beautiful. Superintendent C. E. Brown and Trainmaster L. W. Kaines, of the Springfield division of the Wabash Railroad furnished special trains, one from Decatur and one from Keokuk, Iowa, and some 500 railway men and their families attended. Members from Divisions 206, 74, 31, 39, and 81 were in attendance.

Division 206 is growing some in membership and we have several new members

to come into our fold at our next meeting. Our brothers on the Wabash, Illinois Central, Chicago, Peoria & St. Louis, B. & O. S. W., C. H. & D., and C. & A., are all making good time on freight.

Brother H. S. Castles, who has been with us ever since our Division was installed, will leave in a short time for the far west, as general agent for a large coal company, and will take his family with him. Our best wishes go with him.

Brother Sheehan, our delegate to Boston, did not succeed in getting the democratic nomination in the primary election for mayor of Springfield.

In conclusion will say that we have a good set of loyal brothers in Division 206 and you will always see them at the Division meetings when it is possible for them to attend. XIX.

### Washington, D. C.

In reading F. W. Munn's letter in the February CONDUCTOR, it brings me back to my old home railroad on the Union Pacific, and puts me in mind of when I was brak-ing for Charlie Phillips from Laramie to Cheyenne in 1872. Good old hand-brakes, and conductors hired their own brakemen and they never made a mistake in their man, as the conductor on the Union Pacific in those days prided himself on two things, that was two good loyal, live brakemen, and a first-class way car, as the traveling drummer in those days, much preferred to ride from town to town on a freight train with our palace way cars and eat with the crew, than to travel on a passenger train and have to pay sleeper charges and eat at lunch counters.

But those times are gone; in place of the Union Pacific palace way car of old days—I heard a conductor say, October, 1908, before registering out going east on a train, that he positively refused to go out with the way car that was then on his train, and he told me that all the way cars on the Union Pacific railway, from Omaha to Ogden, on the main line, were not safe to be in the service, and should be in the scrap pile, and such carelessness as that is what caused Brother McCormick's wreck in November, 1908.

I would advise Brother Munn to advise Division 128 to hold Brother McCormick at Cheyenne as Division 124 did at Evans-ton, Wyoming, with Brother Sweeney, when George Baird was superintendent of the western division, eighth and ninth freight divisions. In 1899, when Engineer Payne was forced to take one of the 1,200 type engines with bad order air pump that had been reported and had to go to Grass Creek Coal Mine on Park City branch, bring down six cars of coal on a four per cent grade at 3:00 a. m., and one of these heavy gray frosts on the rails, and the air

gave out and the engine and cars left the rails, three miles down the hill. Brother Sweeney was more lucky than Brother McCormick, as none of the crew were injured. Division 124 held Conductor Sweeney and paid his expenses for nine months and had him reinstated, through President A. J. Burt, and the engineers had Engineer Payne reinstated through the then general manager, E. Dickerson, and President Burt had the general superintendent of motive power changed and the division foreman at Evanston discharged, with Superintendent Baird to accompany him. All this was done through the good work of our general chairman of adjustment committee, Brother Mecumber of North Platte, Nebraska; and say, Brother Munn, General Superintendent Parks was promoted to superintendent of the Wyoming division, through that move of Division 124, and Al White, our local chairman. The result was that the air pumps were looked after and I believe it is time to have another investigation and reinstate Brother McCormick.

Well, at our last regular meeting, the 13th, we had the pleasure of Brother M. N. Goss being at our meeting and presiding as Chief Conductor. We have his signature stating he hails from Division 40 at St. Paul, Minn. We were very much surprised to meet Brother Goss, as the writer was told when he called at the Capitol building, December 7, 1908, and made inquiries of his congressman, Mr. Stephenson, who told me that Brother Goss would not be in the city to attend to his duties as legislative representative for the Order of Railway Conductors at this session, and when we read about him in the city papers and he walked in on us, Division 378 gave him the "glad hand," for we consider Brother Goss all wool and a yard wide. He told us there was nothing doing in the law-making line as the representative of the B. of L. E. and B. of L. F. and B. of R. T. would make no compromise and objected to every law his side wanted, and of course, boys, that is just what the owners and general managers want. If the steam railroad men knew what Division 378 knows about law-making for railroad employees, through Brother M. N. Goss, there would be a change in that line as sure as the sun rises. JOHN DWYER.

### Cherokee, Kans.

I see in the February CONDUCTOR where the gentleman from California almost let his train get away on account of too much "hot air." My air is always tested and it's the cool kind, not "hot." I am still of the opinion that Mrs. Thomas was right, and even if she lived in the "City of Angels" she would still be able to distinguish the difference between literature and box-car

poetry. I wish to thank the brother from Los Angeles for the information he gives as to the character, David Copperfield. He says a man by the name of Charles Dickens wrote it. Funny I didn't know who Charles Dickens was. Where does he live, Mr. Editor? Or is he dead? Did he also write "David Harum?" Maybe, Mr. Editor, you could use the brother from the Golden State as an assistant editor to furnish the rest of us information as to the authors of standard works.

The majority of conductors who read our magazine are of more than ordinary intelligence and don't want nor expect the same class of literature that one finds in the journal of the Chicken Pickers Union. So, here's to you, Mrs. Thomas, may you live long and prosper. G. R. CARSON.

### Wilmington, N. C.

It was intended that last month the CONDUCTOR should be burdened with this letter, but the legislatures of both Carolinas were in session and I wanted to see what was going to be the result on the rate question, as both bodies were considering it, but action was so tardy that the month passed before final action was reached.

In both states the question was left as at present and the railroads allowed to conduct business on lines selected by the officials, and now that mileage is not to be pulled by the conductors, we hope all this agitation will cease and that we can get down to business and have former conditions resumed. The conductors' duties will thereby become more pleasant and life will assume a phase that formerly prevailed. Let us all forget the past and make friends with the traveler, by not prodding him with his defeat; he was beaten and it will not help us to constantly remind him of that fact. It is a healthy sign and shows a reversal of public sentiment, that the people have realized that no community can prosper where a large interest is suffering or depressed.

Now, a word to the brother who is ever fault-finding with his lot: Let him realize that his position is a hard one; that when he finds the duties particularly irksome, stop and think what a little benefit he derives from continually abusing the road for wanting the work done in a businesslike manner. Two years ago when business was congested and the roads were powerless we had a number of brothers who were indifferent to their duty and stood only for individuality and often insubordination. I warned several that their action would revert to their detriment when the company regained a foothold and that warning has been realized, and like autumn leaves, we have seen several fall and their places filled easily; the company has only bided its time and we trust others have benefited

and in the future we will have less antagonism and work with a loyalty that will surely benefit, not only the individual, but all concerned and, when you have a real grievance, put it in the proper shape and let the committee do the work. As one who has opposed a salaried chairman since our organization, because we felt that we needed experience before we could decide, now that our work has increased, we believe such a position essential; we favor a chairman that can devote his entire time to our work. Our present chairman has made good, he is capable and when he is broken in will do us worthy service, and with a fair chance will serve *sans peur sans favor*, but we will hear rumblings of dissatisfaction and the committee may make a change by the time this goes to print; if so, we are satisfied that the change will not be made without due consideration and then we will all be satisfied for the prospective timber is seasoned and will serve to allay friction and that is very essential. For with dissensions in our ranks our power will wane and the chasm widen. Let us all get together for a common good and work in unison for a betterment of our condition; let us keep our troubles within ourselves and not broadcast them, so that the outside world will have an opportunity to antagonize the railroads, because of abuse from the employees.

We hear of the promotion of one of our brothers and congratulations are heartily extended and may success in every particular be his future; we hope he will wear the honors worthily—as to the ability there can be no doubt—and with determination to succeed. The future holds for him a glow that will brighten and carry with it a happiness and success to which his ability entitles him.

With the approach of spring and business, we look forward to increased prosperity which for over two years we have hoped for without much success, but have the assurance that we are to realize the much desired anticipations. LAFAYETTE.

### Camden, N. J.

Would it not be advisable for railroad men to petition congress to pass a law forming a tariff commission? The manufacturer has succeeded in having an interstate commerce commission appointed for railroads and why should they not have a commission to watch over their business? If it is good for one it is good for the other. The tariff question has always been a disturbing element in this country, and generally, every presidential election has caused unsettled business through this subject. The stagnation of business every four years has been the means of reduction of forces on railroads, idle cars and engines. This would not occur under a tariff

commission as it would not enter into our presidential elections nor congress, and railroad business would not be interfered with, as the commission would make gradual changes, while congress make a general change at one time. Business will not boom until the tariff question is settled at the special session of congress and probably not settled for months to come. As long as the manufacturers keep their mills closed the railroads will be unable to place their full equipment in service, which means less revenue for them and many men unemployed. Let us wake up and act on every subject that will benefit our employer and ourselves. It will not pay us to allow these manufacturers to dictate the policy of the railroads and also their own. What should be done to stop these unreasonable panics? This is a subject worthy of discussion, as railroads are generally affected the largest and we shall become interested in our employer's and our own welfare. Speak out; what have you got to say?

WM. GASKILL.

### Jacksonville, Fla.

Under the head of "Good of the Order" kindly allow me space for a few words to the brothers relative to the Railway Conductors Protective Association, of which Brother W. J. Ross of 306 Hodges building, Detroit, Michigan, is the head and founder.

The association has now a membership of 3,500, has paid fifty-nine claims and yet it is barely two years old; beginning on the first of June, 1907, with one member and a five-dollar bank account. We must admit that this is a wonderful showing, in fact, 'tis phenomenal.

The above proves to us the association is here to stay; 'tis no longer a thing of chance, but an assured proposition, a proposition that is of material interest to every O. R. C. conductor throughout the country. It affords a protection not found in any other association in the country. It pays to a discharged member five hundred dollars when he most needs it. It supplies the means to the discharged brother with which to defray his expenses while looking for employment; it saves him the embarrassment of having to ask financial aid of his brothers as he travels from place to place in search of work; it enables him to go out amongst strangers and strange places to search for work with a brave heart and a manly face; it produces self-respect; it produces that peculiar air of respectability about him which make officials say to themselves: "Here is a good man and we must find work for him."

Then again it enables the poor brother (and how many of us are rich?) to leave money with his family for their sustenance while he goes out in search of work. He goes away feeling secure that no "wolf

of poverty" will approach his loved ones during his absence.

He leaves his family independent of the usual aid that has to be supplied by *friends* and *relatives*, and we who have had to leave our families thus, know only too well how reluctant such aid is supplied and how embarrassing to both ourselves and our families.

And what is it that performs all these things for us? 'Tis the five hundred dollars paid us by the Conductors Protective Association; brothers, what more could you ask?

'Tis our duty to become members of this association for we owe it to our wives and children, we owe it to ourselves, we owe it to our worthy brother to help him when he is down and out, we owe it to our grand and noble Order. What more can you ask as inducement to become members?

Three members in our territory have lost their positions within the past six months and one of these that I know of, had put nothing aside for the "rainy day." He is a man with a family which made it very inconvenient for him to move elsewhere which he would have had to do had it not been for the five hundred dollars paid him by the association. This money enabled him to go into business, a business which is proving a financial success to him. Without this aid he could not have entered a business of any kind and would have had to go out in search of employment, leaving his family to "root hog or die" while he was away. There is no better insurance in existence. C. B. BARTON.

### Salamanca, N. Y.

Division 465 held the banner meeting of its existence February 21st. It was one of the best gathering of brothers that it has been their lot to meet.

We were favored with the presence of Brothers P. F. Keefe of Division 8, W. B. Evans, Wm. Troan and M. McGannon of Division 443, and five candidates for initiation who are now members. Started promptly at 7:30 p. m. with all elected officers in their positions. When order of business No. 2 was reached, Brother P. F. Keefe was requested to act as Chief Conductor for the balance of the meeting, which he accepted. The initiation ceremony was next gone through in an impressive manner to the highest satisfaction of all concerned. Brothers Troan, Evans and McGannon addressed the meeting upon "The Good of the Order," which was highly welcomed, followed by Brother Keefe with an address on the same lines, with an explanation of our duties as employes and citizens and the duties we owe to others as well as ourselves in our chosen vocations, closing his remarks with the high esteem and appreciation for the invi-

tation extended him to be with us at this meeting, which made all present feel that it was good to be there. He was followed by C. C. Donnellan with an expression of thanks and appreciation to the visiting brothers and assured them that their visit was a pleasure to all. Our secretary, M. Griffin, had to leave on the 11 p. m. car for his home at Bradford—too bad, M. G., your presence was missed.

Our good brother, M. J. McFeeley, was present at this meeting, it being the first time since his late misfortune and he was greeted with a hearty welcome and best wishes from all present. Brother McFeeley feels very grateful toward our Mutual Benefit Department for the prompt payment of his claim, it being less than thirty days from the date of accident until the claim was paid. At the close of the meeting, Brother J. J. Kehoe, (mine host), announced that a lunch was in readiness for all present and ready to be served, which all proceeded to do justice to. After lunch was over, cigars were passed, songs sung and stories told until 1 a. m., when all proceeded to our homes, hoping that each one and all of us will meet again some time on a similar occasion.

We have had a decided improvement at our meetings in the matter of attendance since changing time of meetings from afternoons to evenings. It seems to be a step in the right direction. Also, the new member problem has been overcome as all the available candidates have been taken in.

To our members in far-off Panama: Brothers we think of and speak of you at our meetings and still hope to have you all in our midst again some day.

MT. VERNON.

### Bluefield, W. Va.

Division 324 is in a prosperous condition and the members are working in harmony together. We have installed our new officers and all we need is a better and more regular attendance to make our Division more successful; for no matter how efficient the officers may be, they need the members' help. So come, brothers, every chance you get.

Ladies Auxiliary Division 177 entertained the ladies of Division 234, and Stone-wall Jackson Division 210, of Roanoke, and Bluefield Division 324 on New Year's Eve. at the hall, with the Oh Why degree and a good social time, followed by an excellent supper. The boys who missed it are the losers, as those who were there say there is nothing like Oh Why. Oh Why.

Brother F. D. Elliott voices my sentiments exactly in the January CONDUCTOR, and Brother L. W. Welch's remarks on the Home are good.

We are all looking forward to a fine report of the Grand Division at Boston from

our delegate, T. A. Gregg, who is also our salaried chairman, and who can deliver the goods, and is without doubt one of the most popular men on the N. and W. System.

F. H. BENNETT.

### Clifton Forge, Va.

All of our oversight, neglect and shortcomings are passed and gone; we cannot change one harsh word or one false report, or anything that we have said or done that would harm our brother, but one thing we can and may do and that is, turn from the old way and face the new, and make our lives more worthy than ever before. Here we have two conductors as we see them; number one, endowed with good judgment, a good reason, a good position, and with a lovable family. We see him as he is about to leave his home for a journey upon the rail, not knowing whether he will ever return and apparently caring less. He orders his lunch pail packed, sometimes using bad language in so doing. Every one must move at his command. That dear wife who has gone hand in hand through life with him trembles as the order is given, and moves quickly to obey. We see him leaving home—not a kiss, hand-shake, or good-bye, and as he passes out the gate, mother and the dear little ones stand in the doorway longing for a good-bye kiss. We see the tears in the eyes of these loved ones as the door closes and shuts out the first scene. We see him getting ready to leave; he doesn't like the train he gets, nor the engine, nor crew; he never has a good word for any one; is always right, and everyone else is wrong (in his own estimation.) The public will give him right of way in order to avoid any trouble. At the other end of his run he kills time, the most precious thing on earth. We fail to find him where we would love to find every loyal brother, among those who are trying to lift our fellow man to a higher life, striving to get them to lay aside the old way and take up the new. Instead, we find him spinning his windy yarns and killing precious time. We find him coming home again, and at the door mother has gathered all the little ones, and working to prepare something good to eat that will please him. She hears the door open and goes to welcome him home once more. We see him as he passes in as though she was not in the house, see the dear little ones standing around the fireside but not a word of love or comfort is spoken to them. We see him eat in haste and take his departure for such pleasures as suits his nature, and there he kills the precious time again until needed for another trip. After his departure from this home we see the mother and little ones gather around the table and finish their meal, for the lion is now gone. Think for a moment what the answer of that mother

will be when the little ones look her in the face and say, "Mother, what does it all mean?"

Then we have number two. We see him as he is called to take his run. Preparations are being made for his departure, but before the start is made we see him put his arms about the wife and kiss her good-bye, the little ones climbing on his knee for the good-bye kiss, and as he passes out of the gate he turns and gives another wave of the hand and throws a kiss. He meets his crew with a smile and the public is glad to meet him and will give him a hearty hand-shake; his engine crew will smile with gladness when they learn who they are to pull, nothing worries him in his life, his home is a home of gladness and he feels like he has helped to make it such; he knows there is a life beyond; he has the promise stored away in his heart, and why should he not be glad and full of love. If there is a brother bowed down with afflictions he is there to lend a helping hand, and if a brother is wrongfully spoken of he is there to defend. We see him as he returns home. The little ones have learned to know his train, and come to meet him, while mother stands waiting in the door to greet him.

Home, yes, brother, this should be the ideal home. Let us strive to make it home not in words only, but in reality. Never be so shortsighted as to overlook the little things through life that will make our homes and the homes of our brothers happy; the little kind words and deeds that cost us nothing will make many a glad heart and set a loyal brother to thinking.

When our first-born died, a gentle rap was heard on the door and I answered the call. It was two brothers who wanted to know what they could do. This act of brotherly love cost them nothing and only a few moments time, but I wish to say that it has never been forgotten. It has grown in my memory and led me to know how much comfort can come out of such little acts of kindness, for it was a great comfort to us all; it was seed sown in good ground. Brothers, don't let the little things pass unnoticed and never fail to defend a worthy brother or help him in his necessities.

H. A. CALLAHAN.

### St. Paul, Minn.

I wish you would give space in the CONDUCTOR, informing all our brother conductors that I have this day received from the Conductors Protective Association, a draft for \$500.00, paying my claim in full. Claim was paid less than thirty days from time I made the application. I think it is the best thing a conductor can have in the shape of insurance. All brother conductors should join and take an interest in it. A great many of the boys think when they have good jobs that they do not need any-

thing of this kind. But when they make a mistake and are dismissed then they will wish they had taken out a policy in the C. P. A. And this will happen to the very best of us.

CHAS. WAY.

### Los Angeles, Calif.

I wish to thank Brother W. J. Ross through the CONDUCTOR for his promptness in settling my claim against the Railway Conductors Protective Association. It was just thirty days from the date of filing my claim when I received a check for \$500.00. I only paid into the association \$12.00 and consider it the best investment a railroad man can make, and I sincerely recommend the association and hope that no brother will overlook the good qualities of this form of protection.

M. H. COOXY.

### Logansport, Ind.

In looking over some old conductors' Journals of 1887, I found many old letters from conductors, all of them, as now, agitating some question or other, the same as at present. After a while, I tossed it aside, and took up the Journal of February, 1909. And oh, what a change. If anyone thinks we are marching backward instead of forward, just let him make a trip to the attic and dig up some old Journal of the vintage of twenty years or so ago, and draw a few comparisons, especially in the corresponding department.

Most of the letters of "ye olden time" were composed of small talk, local jokes, etc. (and must confess to finding one of my own). Look into the Journal of today, and you will find the writer treating some business subject in a logical, forceful manner. The correspondent of today wants something and he tells you what he wants. He wants improved legislation, and he has blood in his eye.

One of the most important things confronting us now is the reduction of freight rates—and we are sitting quiet, and making no effort to stop it.

I want to see an article in every Journal from Brothers 'Gauss of Pittsburg and Fleshman of Bessemer, Ala., on this vitally important subject. Let every brother turn to Brother Fleshman's letter in the February number, and read it, and think it over. We must take up that question in connection with other railroad Orders, or we will be the victims of selfish legislation; legislation that will put money in the pocket of the merchant, and take it out of yours—and when I buy a pound of groceries or a beefsteak, it strikes me as if the merchant was getting his share in full right now. There are several other questions confronting us which must be met. First of all is the reduction of the number of representatives at the convention. This is of

so much importance, that it seems to me as if it is almost useless to attempt any other legislation until this is disposed of. There will be about 550 delegates in the coming Boston convention—about equal to our national Congress, which is presided over by able and trained politicians, and there are times when nothing can be done intelligently even there. Compare our parliamentary ability with theirs. We are not politicians. Just conductors. Think of the absurdity of our trying to do business with 550 untrained men, trying to be politicians for the time being. Out of that 550, 540 of them are mentally saying, "hurry up, I want to go to the clam-bake," and looking at their watches as though they were short of time, on a time order. How can we expect any intelligent legislation from such a condition of affairs? If you do expect it you will be sadly disappointed. I have no remedy to offer. No doubt there will be many sensible plans suggested. We have left our delegate free to judge which one of the plans offered, in his opinion, is the best, except that we instructed him to vote for *reduction*, in any way he thinks proper. Now, in conclusion, will say: Let every delegate attend to business, so that when he comes home he can report progress, instead of describing the scenery from the top of Bunker Hill monument. Each delegate that goes will, on an average, take two others with him—and did it ever strike you that the railway companies will, sooner or later, buck on giving out 1800 or 2000 passes at a crack. This also makes good the argument of Brother W. B. W. of Jacksonville in the February Journal. Here's hoping. "WABASH."

### Columbus, Miss.

I have been instructed by the members of Division 511, to write a letter and make known to whom it may concern, and the public at large, the true feeling that exists between the conductors on the Southern Railway in Mississippi and our officers, especially our superintendent, Mr. H. Hatcher.

The letter that appeared in the January Journal is not approved of our members and I take this opportunity to say just what feeling does exist between the management and employees.

We feel that the letter published in the January Journal criticising Superintendent Hatcher should be corrected as there was no cause for such remarks. I am satisfied that Mr. Hatcher understands that the remarks were made through a personal feeling of one man, and not through the body of conductors who are employees on his division.

We are also glad to know he is a man who does not allow little trashy remarks

of that kind to effect his good will for his men. Mr. H. Hatcher has been our superintendent for two years and Mr. W. T. Sutphen has been our trainmaster for more than two years. We have 280 miles of track. Division 511 was organized fifteen months ago. Mr. Hatcher and Mr. Sutphen gave us their support, and in doing so annulled some trains to allow brothers to be here when 511 was organized. Since that time we have never had cause to take any case before these officials for adjustment. Although several brothers have been dismissed from the service, no one has felt that he was unjustly dealt with strong enough to file his complaints with Division 511 for adjustment, so judging from this they surely must feel satisfied with the action taken by the management.

I wish to state further that this division of the Southern is in better condition in every way, and has been better managed, under our present officials, than ever in its history before. The company's earnings for this division since the present management took charge has increased over previous years. All of our men have been kept at regular work, including extra men, and we have never felt any effects of the great panic that has effected thousands of others during the past year.

Our engines are small, trains consisting of fifteen loads or 700 tons and our schedule, 168 miles, is twelve hours and thirty minutes on dead freight; we run six daily passenger trains.

Brothers, I don't know what you think about the Southern Railway in Mississippi, but I do know the last trip I made before coming here was from Memphis to Little Rock, 132 miles on R. I. on a local train with forty loads and seventeen empties, and when I got in I received a message, "Advise why you did not fill out to full tonnage." You can hear of these good jobs and good treatment, but I have spent twenty years locating one of them, and have signed up with the Southern Railway in Mississippi for life.

There is little I can say about our trainmaster, Mr. W. T. Sutphen, as he is so well known all over the country for his kind treatment to his men, and his ability to handle any old railroad's division. I will just say: Ask the boys on the Y. and M. V., and other lines where he has removed some of the hills for them and at the same time kept a clear track for them to head in on. T. M. McCaul.

### Hammond, Ind.

Division 508 is still doing business at the same old place—98 State street, on the second and fourth Sundays of each month.

Now, brothers, just a few words regarding our attendance, or, would it not be

more correct, our lack of attendance, at our Division meetings. I am not thinking of your losing time to attend these meetings, but there are times when you could attend just as well as not, and it is just as important for you to be there as it is for the rest of us. I wish to say right here that Division 508 is just as healthy financially as any Division in the State for the time it has been on earth, and has been conducted by the same few who are working for your interest as well as their own.

Wednesday, February 17, 1909, Division 508 gave their third grand ball at the Masonic Temple, Hammond, Ind. Would say the whole town turned out, and there was room for just one more small couple. There were some twenty dances on the program, and on account of the excellent music and the crowd so anxious to dance, the ball lasted until two o'clock a. m. Everything went off nicely, and everyone went home perfectly satisfied. The O. R. C. are wearing stand-up collars around Hammond. The committee who had the affair in charge deserve great credit for the success of the ball. We also thank the train crew who were so kind in bringing the Franklin Park Special to and from the dance.

J. C. COLLINS.

### Houston, Texas.

December, January and February, were to me days of toil, long hours and far removed from mental recreation. In fact, the toiler in quest of bread and meat finds little time for books and pen, and so Socrates sleeps, whilst Hercules plies his trade.

Your correspondent is enjoying a day of rest; enjoying that which the law of force does not compel him to do, and hence, he seeks companionship where destiny has thrown him, and pens his thoughts that others like him may read.

My last letter was written November last; our election of officers came about, and nearly all the old officers were returned, and are good, clean men.

Division 7 has been, and is, prosperous. Her jurisdiction extends many miles, and her membership as a whole is a body of splendid men, in fact, we have no weak ones in our ranks.

Our state has just passed through, or rather by the action of the legislature, in refusing to submit the prohibition question as an issue, to be determined upon by the people of Texas, has been spared all the agonies of what promised to be a most bitter campaign. As to myself, I do not believe in prohibition, or in the applicability of the principles of same, when applied to human conduct as a legal restraint upon the appetites of man. No law is good unless it emanates from the will of the governed, and no law that has its origin in force

should be applied to man, to control man's desires. Temperance is my motto, temperance in all things, modesty of deportment, and when facing right against wrong, reckless of consequences. My religion teaches me temperance, a moral factor controls my appetite, and when in moments of great doubt, my God comes to me, a ministering angel. No man can do wrong without the full knowledge of the offense, and no man can continue in wrong and be happy. If I accept prohibition as a rule of conduct, do I not admit the weakness of the church, the failure of the preachers, and the triumph of state and lawyers? Listen a moment and I will tell you a little bit about my own experience. I was raised in western Texas, San Antonio, lived along the Rio Grande river in Old Mexico for a long time, and have spent all my days down south, and was advised many years ago to cut out whiskey as a beverage for the following reasons: First, from a moral position, all excess degrades and lowers man, robs him of his reason, and makes him a fit companion for the cactus brush; second, as a proud man, you should not look up the bottle to drive away trouble for you only on going out to seek bring it back with you; third, as a business proposition, booze and brains won't figure, and when you offer the sum total, no man accepts it from you without suspicion, and grave apprehension; fourth, a married man who stands up to the bar, and spends that on booze, which does not belong to him by right of contract, is a moral coward, and a thief—take it just as you please. No man can railroad and drink whiskey. Years ago found me prospecting for silver in the Sierra Madre Mountains of Mexico, and I was as sober then, as I now am. When you ride boxcars and climb mountains for a living, keep a clear head, a sober body, or some day some friend will stand over a bunch of mud, and say, "Alas, poor Yorick. I knew him well Horatio, a fellow of splendid wit, and excellent fancy, but booze killed him!"

In conclusion, I desire to say, that I respect all men and their principles, but to my mind the church typifies the consummation of man's faith, of man's hopes in the land beyond the skies, and no snare of any political party, should be set to entrap her holy office as a factor, one way or the other.

W. D. DAVIS.

### Russellville, Ky.

We were all agreeably surprised to receive from our general chairman, Brother J. D. Keen, an announcement of his marriage to a charming and talented Louisville, Ky., lady on February 19th. Division 544 unanimously voted to present him with a small token of our friendship and wish

him and his, much happiness. Our young Division is doing well and several of the members are looking forward to the meeting of the Grand Division at Boston, and are contemplating going. The business outlook is anything but promising at present, but we are living in hopes of better times. Coal business is our main commodity and there seems to be very little demand for the "black diamond" at present. The L. & N. has introduced a new code of rules to take effect May 1st, and the boys are getting busy.

W. M. WHITTAKER.

### Pocatello, Idaho.

We have not been overly blessed with plenty of business during the last few months, but with spring coming on—and this rapidly growing country is always astir—we look forward to a busy and prosperous summer season, and have hopes of being amply repaid for lost time.

As the time for the Thirty-second session of the Grand Division draws near we notice a great deal of agitation as to what is going to be accomplished at the meeting. The most important question, apparently, is: "What can we do for the old conductor?" Well, I don't know. It seems to me there are only two things which we can or may do: Either build them a home or devise some plan to give them a pension. I am not in favor of a home for many reasons. In the first place, none of us want to be taken away from our life-long companions and placed at some designated spot where we would be compelled to spend the balance of our days away from our natural homes, our tried and true friends, and environments. To me, this would be one of the most objectionable features of a Home, and I feel safe in saying that this is the real sentiment of three-fourths of the members of our organization. In the first place the matter of selecting a suitable place and building suitable and substantial buildings would at the start necessitate an enormous expenditure of money. We will suppose the cost per capita to be thirty-five dollars per month which is a low and economical estimate. Why how much better could the individual member take this amount and live at his old place of residence and apply it to his own desire and economical uses as he best sees fit. I am heartily in favor of the pension plan and always will be until some one devises something else which will be better and can influence my mind differently than what it is now. I am in favor of increasing our relief fund to double what it is now at the coming convention. We would then be able to give our disabled unfortunate members more assistance and assist more of them. While this fund does not apply to members who have been fortunate enough to be prepared for the rainy

day, we have members that are down and out that really need some assistance which the relief fund does not reach. Some members advise paying the full amount or part of the face value of their insurance policy after being a member thirty years or more. I don't know about that, it might be a serious strain on our finances. Some member has asked the question: "What are we going to do with the money we are accumulating; give it to the young blood that is coming into our Organization?" Apparently he is an old member and I wish to say that the young members are ready and willing to do anything that will benefit the old members who have retired from the service. I do not believe he understands the true sentiment and feeling of the young members or he would be a little more conservative in his opinions. It is up to the delegates to do something for the old members, and I venture to say ninety, yes, ninety-five, per cent of the young members will give their hearty support and co-operation toward any plan that may be adopted for the future welfare and maintenance of the old members. As to the future plan of holding conventions, I don't know of any feasible plan that will meet the approval of the majority of delegates. With state and district representation the first cost is something to look at; as a matter of fact, every member has a right to a voice or vote when it comes to local questions or local officers. This being the case, we should have to devise some plan of selecting a representative from each local Division to go to some selected point in the state or district to elect the delegate to the convention. This would necessitate an expense on each local Division, which would, in the end, bring the total expense up to almost, or possibly more than the cost of the present plan of holding conventions. My plan of selecting delegates by having one from each system of railroad that has a general adjustment committee and electing said delegate through the general committee at its last meeting prior to convention, is the only thing I have seen which would reduce the cost to any great extent. This plan most assuredly will not meet with the approval of one-third of the delegates, hence it is doubtful whether it will be entertained at all.

Now I wish to say a few words about Division 209. We have not had a Grand Officer here for some time and most assuredly one would receive a most pleasant welcome if he should show up. We think we have one of the best Divisions in existence and we know we have the best Division in the Gem state. That's easy, brothers—look up the directory. At our last two meetings we can boast of holding two most excellent meetings. I only wish that all the street corner complainants had

attended our last meeting and partaken of some of the good advice and brotherly love and sincerity that was there displayed. Such members, not only here, but everywhere, should come to some of these meetings and soak in some of this good brotherly feeling. When they get a taste of it they will enjoy it—it's great.

I had the pleasure of visiting Salt Lake Division 395 last Sunday and they, too, like Division 209, have splendid meetings and a good set of officers. With the opening of spring several of our brothers expect to don the blue for the new passenger runs that are to be put on. On the fourth day of March I came in off the road and when I got home found I was deserted by my wife. I wondered where she could be, and finally, I happened to think that this was meeting day for the Ladies' Auxiliary here in Pocatello, but yet I could not understand why they were staying so late, so I concluded to go to their Division room and inquire as to the cause. To my surprise, I found their meeting had closed some time previous. My attention being directed to the banquet room by the sound of many voices, I investigated further. It took nerve, but thanks to the investigation, Sister Burns met me at the door of the banquet room and introduced me to the most appetizing and daintiest luncheon of the season.

I also had the pleasure of meeting Sister McCulloch from Salt Lake. I am looking forward to the time when I may again be the recipient of one of those lunches and Sister Woodmansee had better call for remarks before we get the lunch. You cannot imagine what a pretty picture the ladies made sitting around that banquet table. Brothers of Division 209 should feel proud of our Auxiliary.

OTIS MILLER.

### Needles, Calif.

I am not like "Admiral" of Division 139, who says he is compelled to make a complaint and that they have brothers who have not been in the Division room for over a year. Not so with Division 282; we meet every Thursday, providing we can get in the hall, and we always get in if we can find the keys. We hope there will be some arrangements made so we can have our next meeting in the hall and stop the sidewalk meetings. We hope to cut such work out. Let us get the idea out of our head that if we are not in town and there are enough brothers in and want a meeting that they can hold it just the same. We ought to be banded together even though we be from the east, west, north or south. We ought to feel and do feel, that when we are transferred and pay our money to any Division, we become a member of that Division and assume, morally at least, some duty, even though

it may be small. It may be only to give to the Division our earnest presence at its meetings, and to speak a good word for the Order whenever the opportunity presents itself, and show by our loyalty, by our acts, by our work and by our expressions, that our hearts are with the Order. It behooves us to perform some duty in a right and manly manner. Not only should we think and do this in the Division room, but out on the road. Let us do away with error and substitute truth; remove all evil and replace it by good acts and good deeds. Let us make the best of life and secure the greatest amount of happiness for ourselves and our fellow men by a study and knowledge of the laws of life, the laws of matter, the laws of social existence, with the laws and ties of our fraternal Order. Don't be afraid of diminishing our own happiness, by promoting that of others; he who labors wholly for the benefit of others and forgets himself, is far happier than the man who makes himself the sole object of all his affections and exertions.

Act so as to gain the love, confidence and respect of our friends and to merit the esteem of all who know us. If we act this way we can meet each other every day with a clear conscience and not have to own that we did another a wrong.

Our business is improving on the road.

Brother Clifford has returned to Needles from Los Angeles hospital, where he has been confined with fever for the last two months. This leaves Brothers Mulvaney and LaRue in hospital yet, but we hope to have them with us soon, as they are getting along nicely.

SALLY ANN.

### Ludlow, Ky.

Ludlow Division 513 greets you and congratulates you upon the attractive and interesting issue of THE RAILWAY CONDUCTOR for the month of February and stands ready to co-operate with you at any time and in any way.

Our much beloved and sincerely respected Third Vice President, Brother Wm. Clark, paid us an official visit recently and presided over a special meeting of our Division. His talk was most interesting and certainly did much for the good of the Order.

It is truly a great pleasure to be able to say that our Division is in a most flourishing condition financially and numerically. We scarcely ever have a meeting without initiating new members into "the mysteries." The best of fraternal good-feeling between officers and other members obtains. In fact, "everything is lovely and the goose hangs high" in the craftsmanship of the Division, except that in the death of Brother M. Conley we were deprived of an alternate to Boston. His death is

mourned by all who knew him, and he will long be affectionately remembered by all "old-timers" in this section of our country.

Our regular delegate to the Grand Convention will be instructed to vote for the re-election of all of our present Grand Officers—if they stand for re-election. He will also be instructed to vote for a Fourth Vice President to be assigned to the territory south of the Ohio and east of the Mississippi. The boys have become entirely awake to the tremendous moral suasion following an active participation in their affairs by a Grand Officer, and they think that we haven't got enough Grand Officers to make it possible for them to visit us as often as it would be both pleasant and profitable to do. It ought to be, and I doubt not is, a very great pleasure to our Grand Officers to be assured that Divisions entertain for all of them sentiments of the warmest affection, esteem and respect. In the midst of world-wide scandals, all U. R. C. men can point with pride to our Order, and say: "Nothing wrong with our manifest; it checks O.K."

F. S. D.

### Asheville, N. C.

Brothers, if you can't "boost" don't "knock." A "knocker" is a bad "Indian," but a "booster," God bless him, is the fellow that is for the good of the organization in which we have banded ourselves together to aid our sick and encourage our weak, and protect our rights. The origin of secret fraternal organization extends far back into the twilight of history. The prophets of old foretold a day when one should come upon the earth, whose teachings would exalt this brotherhood of man and clothe it with a power and a mission which no earthly power could overcome. He came, Christ came, and with him his works and teachings in fulfillment of these prophecies. The fraternalism which he gave to the world riveted chains around ill-feeling and hate, and enthroned love, friendship and charity. The spirit of this organization had its birth with the first impulse of human benevolence, found impetus in the teachings of one whose soul was imbued with benevolence, love and friendship, and lives today in the Order of Railway Conductors, if we adhere to our teachings as we should.

Grand, sublime and beautiful are the teachings upon which our organization is builded—friendship, love and charity—not that which clothes the naked and aids the blind; but that charity of judgment which thinks no evil of any man but his kind. Kind words and generous fraternal deeds, good feeling, true and loyal to each other and our employer, are the fruits of our teachings.

The Order of Railway Conductors has secret ties and sacred ties—one is as binding on a member as the other—and to violate one of these is as hurtful to the character of the guilty party as to violate an obligation to God. So think of our motto, think of your manhood, and do not "knock." And if you should insist on "knocking," ask for a withdrawal card and state your reasons for same and I assure you you will get it, and then your "knocking" will be confined to yourself and not to the individuals and the organization which you have sacredly pledged to uphold.

Division 318 has again been called upon to drop her charter and the members as one bowed their heads in sorrow as the news of the death of Brother James F. Spaugb reached us; an expression of sorrow was on the face of every member of Division 318, as they learned of his death. Brother Spaugb was one of the best; he exemplified the principles of the Order in his daily life and we mourn the loss of so true and worthy a member.

Business on the Asheville division of the Southern Railway is slowly but surely decreasing, likewise on all connecting divisions. We have been looking for the resumption of business so long, that we have decided that we are the bag-holder in a snipe hunt. President Taft has stated that labor is the bone and sinew of the nation—hope he will use it to aid the nation.

J. H. GUDGER.

### New Castle, Pa.

Division 326 has been having good attendance at our Division meetings, but will say we have plenty of room for more, and I also would like to see more members from the B. & O. R. R., also the P. & L. E.—neither one has been turning out very plentiful within the last few months. A few months ago I saw in our *CONDUCTOR* a letter from Old Mexico, stating that brothers there are becoming interested and greatly inclined to get the Grand Convention to the old city in 1911, and I will say in behalf of the brothers down there that I think it would be just the stuff, for I know that the delegates would be taken care of in first-class shape and would not want for anything and, also, the trip to the old city is the best, or one of the best. America affords; so I would be greatly in favor of holding the next convention at the old city, as it is located near the central part of Mexico and can be reached without difficulty and its scenery throughout the country is something grand. I would advise all delegates from the far east and middle west, also those west of the river, to do what they could to help the brothers from Mexico with their cause, and I know the change would do them good. I would

like to again hear from Old Mexico and further advise the brothers there to keep hustling and help their cause and improve in membership in our Order.

F. E. WADDELL.

### Highland Park, Ill.

The following donations have been received at the Home for the month of March:

#### O. R. C. DIVISIONS.

2	\$25.00	185	10.00
3	12.00	195	12.00
7	25.00	196	12.00
9	12.00	202	5.00
11	5.00	204	20.00
12	10.00	208	10.00
14	12.00	212	12.00
19	2.00	222	12.00
45	10.00	228	5.00
47	10.00	231	10.00
48	15.00	243	12.00
49	12.00	245	5.00
51	10.00	249	12.00
53	12.00	254	10.00
56	12.00	257	5.00
59	10.00	262	5.00
60	12.00	264	12.00
69	10.00	265	5.00
70	5.00	277	10.00
81	12.00	281	5.00
85	12.00	288	10.00
89	5.00	293	12.00
91	12.00	300	5.00
97	5.00	302	10.00
100	12.00	311	15.00
101	5.00	318	5.00
102	20.00	323	15.00
104	10.00	324	10.00
112	5.00	328	5.00
114	25.00	336	5.00
115	12.00	338	10.00
116	10.10	343	5.00
118	5.00	346	10.00
119	12.00	350	5.00
127	5.00	351	5.00
132	12.00	356	5.00
136	5.00	357	5.00
137	10.00	361	13.50
144	12.00	369	5.00
145	12.00	373	12.00
148	12.00	375	5.00
149	5.00	383	5.00
150	12.00	395	12.00
156	5.00	412	12.00
157	15.00	414	10.00
158	3.00	416	5.00
159	10.00	417	5.80
163	5.00	421	5.00
165	10.00	428	25.00
173	12.00	440	12.00
175	12.00	446	12.00
179	5.00	453	10.00
181	12.00	462	10.00
182	10.00	466	10.00
184	5.00	471	5.00

472	5.00	508	5.00
473	5.00	509	10.00
484	2.00	516	5.00
485	7.10	520	2.50
488	2.00	524	5.00
493	12.00	536	5.00
500	5.00	538	5.00
507	5.00		

TOTAL...\$1,153.00

#### L. A. C. DIVISIONS.

70	\$ 5.00
157	5.00

#### SUMMARY.

O. R. C. Divisions	\$1,153.00
B. R. T. Lodges	717.15
B. L. E. Divisions	980.25
B. L. F. & E. Lodge	10.00
L. A. C. Divisions	10.00
G. I. A. Divisions	10.00
L. A. T. Lodges	22.25
James Costello, No. 270, O. R. C.	1.00
Alfred Lunt, No. 456, B. R. T.	1.00
F. S. Barnes, No. 28, B. R. T.	1.00
J. McQuaid, No. 39, B. L. F. & E.	1.00
W. J. Van Hess, No. 193, B. L. E.	3.00
Interest on deposit, Cleveland, O.	191.00
Interest on deposit, Clinton, Ia.	123.20
From members of Lodge No. 369, B. R. T.	27.00
From members of No. 606 B. L. E.	17.00
Proceeds of a ball given by Lodge No. 115, B. R. T.	65.00
O. P. Case, No. 508, O. R. C.	1.00
J. C. Collins, No. 508, O. R. C.	1.00
From members of No. 643, B. L. E.	10.25
From Coin Cards	1.00
TOTAL	\$3,346.10

#### MISCELLANEOUS.

One quilt from No. 473, L. A. T.  
Three cans of fruit from Mrs. L. W. Woodmansee.

Respectfully submitted,  
JOHN O'KEEFE,  
Sec. and Treas.

### Duluth, Minn.

I think that it is about time you were hearing something about Division 336. We are not dead by any means, but on the contrary, very much alive.

On New Year's eve we gave a most enjoyable ball at which about 400 people attended. Supper was served at the several cafes of the Spaulding hotel and everybody seemed to be enjoying the time of their life. The most interesting feature of the evening was the twilight waltz, which was danced at midnight. The electric lights were all turned off but an electric headlight at the west end of the ballroom and an electric sign at the east end with O. R. C. in green, red and white lights. Three railroads were kind enough to give us special trains to take the out of town people home.

On Sunday afternoon of the 14th, we initiated three candidates. Brother Collins and Brother Caigill of Division 40 assisted in the ceremonies. The ceremony was followed by an elaborate banquet, covers being laid for forty members. Brother J. H. O'Brien acted as toastmaster. Brother Collins of Division 40, whose father is one of the founders of the O. R. C., gave an interesting talk on the history of the Order.

A great deal of food was left, which we gave to the Salvation Army.

Mr. L. F. Newton has been appointed trainmaster during the absence of K. M. Nichols, who is on the examining board.

JOHN A. CLAYTON.

### Salt Lake City, Utah.

At our meeting Sunday last, we gave twelve dollars to the Railroad Men's Home at Highland Park, Ill. The February CONDUCTOR shows that \$2,214.00 was received at the Home for the month of January. There are 543 O. R. C. Divisions; if each of them gave five dollars per year that would make \$2,715.00, and should the Engineers, Firemen and Brakemen donate an equal amount that would make a total of \$10,860.00, which would be \$20.00 per month. What Division 395 would like to know, is: How many old conductors are now at the Home? What would be their pro rata share of the expense? Will some one kindly answer through the Journal?

As to district representation to the Grand Division, our members are somewhat divided, with a majority in favor of the present system.

Should we have district representation, we would have to elect district representatives to meet somewhere in the district and elect the delegate; which would be just as expensive in the long run as our present system, then after the delegate was elected, all would not be satisfied. The writer believes in the election of representatives by direct vote of those to be represented. The election of United States senators by legislatures is example enough for anyone. Every brother who has been championing district representation to the Grand Division, knows down deep in his heart that many a man has been elected to the United States senate, that never would have reached there in the world had he depended on the people to elect him by direct vote. Keep the temptation away, and there will be no chance for accusation. After the meeting of the district representatives, and the election of the delegate, then he will take his little O. R. C. go-away bag and sneak away and no one will ever know that he is gone; the fifty or sixty of them will meet in Cedar Rapids and no one will ever know that they are in session. At present, when the Grand Division meets

the world knows it. Our strength is shown, we are looked up to, we are somebody somewhere. When you say that twenty per cent of the members transact the business of the Grand Division, because only twenty per cent of them talk, is that any sign that the other eighty per cent do not vote intelligently? Not by any means. The delegate from 395 will go to the Grand Division uninstructed; he will be free to act as he sees fit and this Division will not have to worry for fear that he will not act for the best interest, as he sees it, for all concerned.

The feeling here is general that the present incumbent of the highest office within the gift of our organization should be re-elected, and we are reasonably sure that he will be.

The Western Pacific is building right along; business picking up on the other roads; our meetings are being fairly well attended, but improvements along that line can be made. We are sorry to see so many of our members in town on meeting day that do not attend. Brothers, we have a fair and impartial presiding officer; a first-class Secretary, and the other officers are trying hard to be present at each meeting to help make this the banner year of our Division's prosperity. Attend, brothers, and say what you have to say in the meeting and it will help everyone, including yourselves.

Brother Charlton, chairman of the general committee of adjustment for O. S. L. Railway, is now depot master at the union depot; if any of the brothers passing through this way are in need of information and will call on Brother Charlton, it will be cheerfully furnished. "TRAPPED."

### Sedalia, Mo.

Division 60 has not been heard from for a long time through the columns of the CONDUCTOR; however, it is by no means dead and buried. A good attendance on meeting days keeps things lively, interest never wanes when the brothers turn out at every opportunity. While we did not add many new members last year, the prospects for good material seems to be in our favor for quite an increase in membership this year.

Glady to say there are none reported on the sick list.

Brother Blair has our sympathy in the loss of his brother.

Brother Whitney did himself proud at Washington, D. C., in behalf of the conductors of the M. K. & T. system.

Our Auxiliary is holding home euchres which affords them much pleasure and adds to their treasure fund. I attended the last public one and it was a decided success in every respect. Brothers, turn out when-

ever our Auxiliary gives an entertainment of any kind, if you don't you are a loser.

We are beginning to think about the convention of the Grand Division. Brother Campbell is our worthy delegate and we will be well represented, by the right man in the right place.

To fully exemplify our motto, will bring us nearer together in weal or woe.

V. S. STONE.

### Chicago, Ill.

Having a few spare moments to my credit I thought I might give some idea as to what is doing among the membership in this territory. The Order in Chicago and vicinity is in a good, healthy condition at the present time—occasionally we are called upon to procure a position for some brother who has lost out by no fault of his own. The younger man can be placed very easily in comparison with the pressure that has to be used to land the brother who has streaks of silver over his forehead, who some years ago was looked upon by some railway official as one of his trusted employes and probably by no fault of his own he is no longer where any railway superintendent or any of his old-time friends who worked side by side with him and were always there with the glad hand when he could be used for certain favors. Where does he go for some one to take an interest in his misfortune? The age limit interferes with his efforts to procure another position and by this misfortune his chance in his chosen profession has been taken from him. Can he depend on his own resources to find employment or does he look for help from some other source?

The Chicago Conductors' Council, in its two years' existence, can give more records of this kind without any boasting than any organization in existence at the present time. Speaking from the standpoint of experience in this actual and successful field taken up by the Council, we are more closely in touch with the man who is looking for a position where recommendations and letters of introductions from this Council have got for us positions for brothers who, once employed by some system of railway, will, in the near future, make good; also make our Order more respected than ever by the same people who originated that dreaded and over-worked ban. But a short time ago I made a request upon a superintendent to place a man in a certain position. The first question asked was, "Is he old enough to vote?" for which I vouched. The next question was, "How old is he now?" This man was far beyond the limit. I made three different attempts to have this brother placed in a position to earn a livelihood, and finally he was given a job of flagging. Let me tell the readers

of the CONDUCTOR that when this brother saw the interest taken in him by this organization he took such an interest in the work that was procured for him that it was soon noticed by this superintendent, who is a man of fair and impartial ideas, and he was placed in charge of the same train he went flagging on. This same official, in speaking to me later said, "He is one of the best men in my department, and a hustler." I honestly think that this man was employed to satisfy the Council and myself, little dreaming that he would make good. What can be done for this class of men when interest is taken in them by the Order!

I hope to see more of these Councils organized and manned by members of the Divisions to help the man who is in need of assistance. Understand me, every man who has lost a position has not made application for another; some of our members have been prudent in handling the rewards of continued service and when old age came upon them were provided with enough of this world's goods to maintain them until they are called to their reward. But in every community there are some good, loyal members who are not so fortunate.

The member of today who is in a position to give his mite to this down and out brother will sooner or later see the effects of his earnest efforts for his brother in need.

There are times in a conductor's life that if he will only pause and look back he will see that some of those old shattered rails were, in days gone by, the first to extend the helping hand to the brother in need when they were in position to do so, and he, also, will do good along those same lines. I am talking from my own experience on a large system of railway, from the standpoint of observation and from ideas exchanged with other railway employes, and all reports seem to show that the general run of the railway employe depends upon his ability to couple himself tightly to opportunities, regulate his movements so that by his earnest and honest endeavors he may be looked upon by his official as a respected employe of any system, and the members of our organization, as well as others who are in position to do so, should contribute their mite to help out the needy. We have the relief fund, the Home for the disabled conductor, the Train and Enginemen's Protective Association, and also the Railway Conductors Association for which you have to fulfill certain requirements or else pay the freight before you can establish yourself under their protection.

The man who is honest with himself and the brother he promised to aid and assist shows his sterling worth when he follows

the edicts of a clean, straight and forward conscience.

For the last two years, by electing from the rank and file among the Chicago membership to look after all who made application for assistance, never was the question asked, "Can you pay the freight or get a request through your Division?" All we asked was, "Are you a conductor?" If the proofs were forthcoming and he did belong to this organization, where upon entering its threshold we obligated ourselves to look after our brother in distress, he was at once made comfortable and the necessities for his existence procured for him. We procured a position for him in whatever we could get, and were very successful in this line. If the members under different railway officials in any locality would go before their official the same as we have done here, and by letter of recommendation in other parts of this country have procured the same positions, they would be just as successful as we have been in our own vicinity. It requires a little nerve to ask a superintendent for a position for a man who has passed beyond the limit of usefulness, as is said of the conductor whose recommendation would come in conflict with the so-called age limit, but if at first not successful, explain in a clean-cut and above-board argument that it devolves upon you to look after this member and state it plainly; also vouch, and if you are in touch with your employer, he will consider that you are an employee who pays strict attention to the duties of your position and it may be will not doubt your veracity and take an interest in your recommendation of a member of your organization, even though he is beyond the so-called era of usefulness (and it also devolves upon this member to make good when the membership look after him), and provide a position for him. It makes no difference how menial the position he should try and keep up and show his employer that the recommendation of the brother was not misplaced.

These Councils in railway centers could do a world of good for the membership in procuring positions for brothers out of employment, the financial end to be handled by the Grand Division under proper vouchers for the legitimate expense thereby incurred, and handled as a thorough business proposition—no need of large salary expenditures or any unnecessary funds to procure bona fide results. There is always some one looking for a soft spot to roost when there are any finances to be handled, but he will find hard sailing in the Council, as it is carried on in a fair and impartial manner with equality to all, no salaries to pay, only legitimate expenses for the man who is in need.

Look around in your own vicinity and see if you can not find conditions as here

explained, and if so, look after the members as best you can. Correspond with the Conductors Council of Chicago, Ill., through its chairman or your humble servant. If you think there is merit in what is here explained unite with us for the improvement of the conductor; be a spoke in this wheel of advancement to protect those members and when you see the effects of your labors you will know that you have lived for something else than self-advancement and that when you are lending the poor fellow a helping hand you are watched by your fellow members and fellow associates who can but appreciate such manifestations of loyalty to our Order and protection to its membership.

Some of the members of the Order who wished to make the paid trip to Beantown, as one of the brothers calls it, fell by the wayside and landed on the booby bubble, and if the bubble bursts the probabilities are that they will have to stay at home.

I am somewhat surprised at what a brother said in the Journal a month or so ago prating on the expenses of the Grand Division. I notice he was quite handy with the personal privilege act at the last meeting of the Grand Division and now advises sending delegates to the Grand Division as formerly, not wanting to help out the small Divisions. He pays no more dues than any other member, being fortunate enough to belong to a large Division, and instead of going around calamity-howling he should take off his coat and help the members in general and the small Divisions in particular.

This looks somewhat to me like a trust proposition within an organization that was organized to combat any movement detrimental to the Order. My Division is not a small one by any means but the members possess the requisite qualities to stand up and spend their money for the small Division without fear and always look forward to the return of their delegate from the Grand Division to explain to them the deliberations of the highest tribunal of the organization to which they have pledged their undivided support. This is the kind of a membership to have behind you, who are not afraid someone will reap some benefit from the present system of protecting the small Division.

We hope to meet all the delegates at Boston in a very short time and that the deliberations of the Grand Division will meet with success and all changes in our laws be for the best.

The conductors on the Northwestern system have at last procured a signed schedule for the conductor and the conductor only after five years of valiant uphill fighting, and in the camp of the Order on the system we look forward to smoother sailing after the hard fight we made and won.

F. D. S.

### Montgomery, Ala.

As the time is nearing for our Grand Convention I hope that every representative from the 544 Divisions throughout the United States, Mexico and Canada will use their thinking powers and will work out some way of reducing the expense of the Grand Division. I have never been a representative to the Grand Division, but I do know that it requires will power to command the attention of 544 men at one time. While I have the utmost confidence in our Grand Officers and know that they have the ability of handling any business that should come before them, at the same time the pages of the Journal are open to each and every member to state his grievance or to make any suggestion that he might think would be beneficial to our grand and noble Order. I have no grievance at all, but desire to make the following suggestions:

First: Why can't we be equally divided into districts, and each Division in these districts elect a delegate to a district convention, centrally located as near as possible, then at these district meetings elect a representative to the Grand Convention? This would reduce expenses to a minimum, thereby saving forty or fifty thousand dollars.

Second: This saving could be added to the relief fund and by so doing save a great many aching hearts of the poor, old, needy conductors.

Third: I think there should be some changes made in our Mutual Benefit Department, for example, where one has been a member of the Mutual Benefit Department for twenty years or more and is becoming old and infirm and his railroad usefulness will soon be over; possibly he has saved nothing while in the prime of life. I suggest that at the age of sixty or sixty-five he should be paid one-half of what his insurance policy calls for, and after the expiration of his life, the other half be paid to his beneficiaries.

The Ladies' Auxiliary to the O. R. C. gave the members of Division 98 quite a surprise on their last meeting day and your humble writer happened to be present. Just in the midst of a talk by general chairman, J. D. Keen, our outside sentinel rapped for attention and stated that there were ladies outside asking permission to pass through to the ante-room where the gas stove was located. Permission was granted, provided they would place themselves under the care of the outside sentinel, which they readily did. Brother Keen then resumed his talk, which was very interesting and appreciated by all present.

A few minutes after the Division closed the ladies came in, took possession, arranged the tables and began to load them with the choicest viands that the city of

Montgomery could afford, but during the time that the ladies were arranging for the banquet, members of the O. R. C. were entertained with music rendered by Brother Hamm's wife, Brother Lloyd's daughter, and Miss Walker. It was not long before those present were asked to be seated at the table. Our chief conductor rapped for order and in a few very appropriate words presented Brother J. D. Keen and wife (bride of only a few days) with a beautiful silver water pitcher from Division 98. Brother Keen responded to our chief conductor in words of appreciation and thanked the Division for the token of esteem. After Brother Keen's remarks our attention was again directed to the table, which was beautifully decorated with American Beauty roses and carnations. It is not necessary to say that justice was done to the many good things that our wives had prepared for us. It is needless to say that every one present enjoyed themselves to the fullest extent. The writer hopes to be present again at a banquet of this kind and also that it might be the editor's privilege to be there.

FLAT WHEEL.

### Chester, S. C.

Division 504 has just transferred from the old stand to a new hall. We are now located in the new Masonic hall, which is newly furnished and is one of the most up-to-date halls in the state. We have a very good attendance at our meetings and business is very good with us at present; through trains handling tonnage and the locals overloaded, but manage to drag in at terminals on the last minute and escape the federal law.

A few remarks on the home for our aged and disabled brothers who are all down and out. Why should we wait until they are in the grave to place the flowers upon them? Why not place the bouquets upon them now while they are living and here to enjoy it? There is but one home on this earth for the aged and wornout brothers—that home is with his life-long companion and the dear little tots that make the happy home. Let us make some provision and show our appreciation for his long and faithful service in our noble Order.

We are honored by the president of the United States in his appointment of our most worthy brother, E. E. Clark, to a government position, which we should appreciate. Thanks to "Teddy."

Brothers, we have a bridge to cross, but it may not be very long and on the other side added activity and employment is waiting for all.

Some of our politicians who are elected to fill our offices seem to learn graft the first thing and to fight the corporations

next, and it seems like they do not care who has to carry the burdens. The heavy load usually falls on the employe in the end. Let us have a policy, unite our forces together and fight for our interests, and I assure you our wishes will be respected. Let the lawmakers know we are awake and have no respect for their graft schemes, but show our strength through the ballot box; lay aside partyism that we may be recognized by the lawmakers for all time to come.

MACK.

### Birmingham, Ala.

When the congress of business men met at Indianapolis, Ind., the 16th, to take action to promulgate ways and means to help make congress settle the tariff question, and let the commerce of the country know what to look forward to in the future, and, if possible, take the tariff out of politics, it was one of the best things that could have been done for this country. It is time that such things that are good for the masses of the country should be settled by wise actions and not by politicians. We are now just beginning to see daylight after one year or more of hard times, and should not begin to tamper with the customs that have been in use for years, and has helped to build up the trade of this country, and we know has been good for the majority of the people. To change that now means years of hard times again, and we are not now in condition to stand the trials of experiments. The men of congress who want to make such trials are men who draw salaries from the government, large enough that hard times does not hurt them; they don't care for the ones who have made the money they spend or who have elected them to office. They have forgotten the fine promises made a short time ago. The laborers of the country can suffer; it does not hurt them—they don't care, and still squabble over something that does not benefit the people one cent; but let some one bring up a bill to help labor and they will stamp on it so that it can never come to life again. And the very ones that the bill would help are the very ones that they expect to return them back to their jobs again. Now I say to the railroad man, you are the most powerful factor in labor if you would use a little more good horse sense and care less for your politicians. Think and use your influence with your co-laborers and take time to read more that has been done in congress, and what has been done and is the outcome of the actions of the men whom we have sent to represent us.

Railroad while on duty, then stop until time to go out again, but think while off duty of the needs of yourself and others. Look into things as they come up and give

a few spare hours to the things that have been done for us in the past, and what will the outcome of the future be if things remain as they are. Get busy now and take your neighbor into consideration. Get him to look at things as you see them but be sure that you look right. Lay aside your old policy of doing things as our fathers did, for things are changed now. Cut out politics and use good judgment. If we railroad men of this country were to see things in the right way and act accordingly, there would be a big change for our good. Just so long as we are ready to follow up the other fellow and give him the doughnut and keep the hole for ourselves, just that long they will try to make us do it.

Let us make him follow us a while. Every laborer in railroad work should put himself in a position to vote and vote with good judgment, and not to suit someone else without ever giving a thought to the outcome. To go to the polls and cast your ballot is no qualification to vote at all—any one can do that.

Think over conditions and look up the record of the man that wants your support. Let us all support one man if he is the right man, and then we can show our power. I find one great fault in our ranks, we do not give enough of our time to what we need in the way of laws, and what the lawmakers are doing for us. We want to carry too much of our work home with us. Let us use some of our time to make things better in the future, even if we don't get some of the benefits ourselves. Others will reap the benefits of our actions, which will be an honor to ourselves and our fraternity. We have men in our ranks who are able to draft laws and fill any man's place in congress. If we cannot elect them we can send them there to guard our interest and find out who are our friends and then we can demand such action as will help us when we need it. There's one thing that should be done for the railroad man by the government, and would be done, if we were all to demand it in the right way.

The government pays to every soldier that gets hurt or crippled while in its service, a pension. What has he done more for his country than the railroad man who has faced storms, snow and ice for years and under all conditions. He has to leave his family at all hours, probably never to see them again or to return to them a helpless charge until death claims him. He has to obey the same laws that the soldier has and has ten-fold more responsibility on his shoulders. And if by chance he meets with an accident where the laws affect him he must stand trial and be punished for the same. Now if we men who come under the interstate laws are not employes of the government, I would like to know who are?

I claim we should be entitled to a pension when we are crippled in that duty the same as a soldier is. Some will say it will take too much money to pay such claims, and there is no revenue that comes to the government that could be applied to such claims. We need no revenue to supply this demand. Just stop squandering public funds and we will have plenty. That forty million dollars that the government remitted to China for her indemnity that she owed us would go a long ways. And the money that is spent every day by the trials of some corporations; when the court fines them, some other judge will step in and decide the fine unconstitutional, and money that is spent every day investigating some fancied wrong that some man has made.

There is enough money spent every year by congress that does no one any good to pay a good pension to every man crippled in the railway service, and to retire every man that has been in the service twenty-five years, on half pay.

M. H. FLESHMAN.

### Mexico City, Mexico.

Please allow me to thank the Conductors' Protective Association for a check of \$500, which I have just received in payment of a policy held by me in that association. I also wish to call all O. R. C. members' attention to this grand protective fund and beg them to get in line. This is one of the grandest moves ever thought of by a brother to help his fellow brothers and laborers. Just think what five hundred good dollars means to one of us who has been so unfortunate as to lose his position. It means at least five or six months support for ourselves and our families while we are looking for a job or rushing the slow board on some new job. I can truthfully say that the check I have received from the association is doing a great deal of good—it makes me feel easy for the comfort of the wife while I have to rush the extra list. Down here in Old Mexico the association has one grateful member and one who will lose no opportunity to look for new members. If you should never "lose out," so much the better, but if you should be one of the unfortunate ones, you are not "on your uppers," but have a nice little sum to keep you and your family going until you can get something to do.

DAN R. CAFFEY.

### Hamilton, Ont.

How the hope within us desires that better conditions will come to each and all of our members.

I have of late been looking over and comparing some of the different schedules that are in use in the territory comprising

the Eastern Association District, and it is hardly credible to note the vast difference in the now established rates of pay.

There are two ways that I account for some of these poor paid conditions: First, the poor timber in the general committee of adjustment (and in this I am speaking from a personal knowledge). Second, the poor support given the general committee by the members on the system—continuously grumbling; always knocking; never a good word for the toilsome hours, the humiliations that are often handed out by some of the officials—why, brothers, the price for committee work has never yet been named.

Have any of the readers ever read that book, "Put Yourself In His Place?" It is largely dedicated to knockers.

Under the head of new business I would very much like to say a few words in behalf of the Railway Conductors' Protective Association. (Promoted by Brother W. J. Ross of Division 48). Some of the corresponding brothers have written on this subject, but have not covered some of its important issues. The good features of this protection are beyond question, thus I feel the need of safeguarding all that it pertains to. This protection does not pay you to keep your position, but pays you for the loss of your position. I do not know if there exists today any "boomer" strips in which the Order of Railway Conductors has jurisdiction or not, but I want to say that in the past we have had numerous strips of this kind of territory, and \$500 would look like easy picking in one of these.

Under the head of unfinished business, I would like to give an expression on the subject of district representation for our membership at Grand Division meetings. If you wish to make a monarchy of it, then put it into the hands of district representatives. The members who advocate this district representation are, I note, members of the large Divisions. I can't for the life of me see why they object to us all getting a square deal out of this.

The large Divisions, per member, put no more to the support of the Grand Division, financially, than the smaller Divisions. Get away from that old cry of the great expense that the members are put to in sending so many delegates to the Grand Division. With the present membership it costs each member about sixty-eight cents a year in support of the Grand Division, that is using as a basis the sum of \$60,000 to defray the expense; should it cost the sum of \$100,000 at its regular session, that would only mean \$1.13 per year for each member. The way the delegates are now paid works no hardship to any of our members.

I remember attending a Grand Division meeting as a delegate when each Division put up for its own delegate; of course, at that time the delegates from the large Divi-

sions had money to burn, and us poor weaklings (I was one) had to count our coin every fifteen minutes in order to know how we were coming out. As it is now, all the delegates have their feet under the same table. You know it makes all the difference imaginable, whether you are spending the other fellow's money or your own. Isn't that right? We would kindly ask that the Divisions having the small membership be privileged at any and all times to have representation.

Just another gentle jog to those whom it may concern: I pray that the Grand Division at its meeting in Boston, will legalize our Eastern Association, so that the expenses incurred through its meetings can or will be, spread pro rata among the members in the District. As it is now, it is a rather hard game for the small membership on some roads. The matter could be worked to the satisfaction of the entire membership. While no road in the district is compelled to become a member of the association, we can readily see the vital importance of being a part of that body. So, in closing, I want to ask the brothers on the large systems to kindly consider that we are all of the same flesh; that an injury to one is an injury to all, and that, "United we stand, divided we fall."

J. E. OLDFIELD.

#### McKeesport, Pa.

Glenwood Division 281 is still doing business at the same place. Our last meeting was a good one and well attended. If the brothers only keep the good work going now that it is started, it will not be long until our register will show fifty names at our meetings. Let the young as well as the old members take part in the arguments that come up.

I thought that the February number of the Journal would give us something to talk about on the Sixteen Hour Law, but I see nothing in it. I agree with Brother Curran of Division 5, that it is a reduction in wages. It is more than a reduction; it runs men in on sidings fifty miles from home with nothing to eat and no place to get any. We can all tell about how the boys will feel after resting eight hours on an empty stomach. The question is asked: Why are not engines given trains that they can go with? The engines belong to the company and they can load them as they please. Now we get the seventy-five per cent air that is very nice on a train of thirty-five or forty cars, but since we commenced to handle the 100-car trains it makes considerable difference. Then the pass question—someone had to commence monkeying with that. Before that law went into effect I could get a pass for a friend, no difference whether he was a railroad

man or not; now I can hardly get one for myself. If a member of a brother's family died he could get a pass for all his friends to go to the funeral; he cannot get that now. I think it is about time for our state legislative boards to commence to do business. We have fifty Divisions of the Order in our state; let them organize, they would accomplish something before long. The same can be said of every state in the Union. I have been a conductor for thirty years; twenty-four years a member of the Order. I have gone down the east side of the Allegheny Mountains many times when the only braking power we had was a good stick. There are plenty other conductors on this Division that can say the same thing, but legislation has done away with all this and all we can do is to submit to the new and more up-to-date rules of running trains. Then let our legislative boards get together, say two or three times a year, so that when the Grand Division convenes our Grand Officers could be placed in a position to go before our lawmakers and make a plea for laws governing the interests of the Order. **McKEESPORT.**

#### Petersburg, Va.

In looking over the February number of the CONDUCTOR I was very much impressed with Brother J. O. Stakeley's views, and more so in the third paragraph. How in the world can a brother conductor expect to go to the Grand Division and assist in making the necessary improvements for his brother conductors who are in need of the same, when he (the delegate) is not in train service, and has not been for some two years or more? Almost any brother can be a clever talker and take an active part in all questions at issue in his home and in his own Division, but when he comes to sit in the Grand Division it is something else. In the first place he is going up against brother conductors that are daily behind the gun and know from experience what they are talking about and what is needed in the betterment of conditions. And again take it this way: A brother holding an official position with any railroad company, who permits his Division to elect him to the Grand Division is doing an injustice to his brother conductors, for he knows in his own fair mind that he is out of place for once in his life. And it was not a case of not having a brother that was in line on the day of election that causes our brothers to take the stand they do, or did take.

Now as to Division 205. It meets on the second and fourth Sundays at two p. m., corner of Court and County street, Portsmouth, Va., and the lathstring is always out for brother conductors and we are pleased to see them. Our Chief Conductor

has impressed it on the minds of all the brothers that he will be there ready to do business at two p. m., and he is one of the hustling brothers, and if Division 205 does not show an increase in membership it will not be his fault. All the brothers need to do is to get at the wheel and it will surely roll. Large attendance is what makes a good Division.

Brother Bunch has improved sufficient so as to permit the use of crutches and was at Division meeting last Sunday, but will be unable to work for a long time to come.

This morning I received word that Brother W. T. Cox had his leg broken in a head-on collision last night between trains Nos. 33 and 24 on second division. I am unable to furnish any further facts at this writing, but hope his condition is not serious.

I noted in one of our daily papers that every railroad in Virginia has shown a large increase in business for the month of January and a still larger one is looked for in February. All the boys seem to be working very steady now. The Seaboard has just received fifteen new engines from the American Locomotive Works at Richmond, Va., and that looks like business.

J. A. MATHEWSON.

### Buffalo, N. Y.

Since this will be the last opportunity of reaching the readers of the CONDUCTOR before the convening of the Grand Division at Boston, I wish to once more call your attention to the fact that our old and incapacitated members are increasing every day, and, at the same time, ask you, **WHAT ARE YOU GOING TO DO FOR THEM?**

Under the present laws governing our relief fund, provision is made for those who are so unfortunate as to be afflicted with some *incurable disease*, and this fact has been established by the affidavit of two reputable physicians. This law, however, does not include the "old man," the man who has outlived his usefulness with his employers, and even though he is not afflicted with any disease that a physician can name, except *old age*, he must step down and out "for the good of the service," and to make room for younger blood.

One feature in the cases of these old veterans of the Order is the fact that they have, as a rule, been paying their hard earned dollars into the Order for a good many years, and with the exception of the protection received thereby, they have had very small returns.

As regards the beneficiaries of the relief fund, those who are afflicted with an incurable disease, regardless of their age, or how long they may have been members of the Order, they are to all intent and

purpose *life pensioners*. That being true—and there is no question as to the justice of it—does it not follow that the *old member*, the man who has proved his loyalty and devotion to the Order by a consistent support of it during the better part of his life, having arrived at that age that he must give way to the younger man, should be equally entitled to the consideration granted the much younger brother?

For my part, I most emphatically think he should, and having thought the matter over very carefully, I can see no valid reason why he should not, nor any logical argument that can be advanced against him.

Brothers of the Grand Division, "it is not a theory, but an actual condition that confronts us." It is not for the future alone that I am writing this, for we have the old men with us today—men who have outlived their usefulness as conductors, and on account of their age they are unable to perform any kind of manual labor. Some of them have been able to secure a little home of their own, but nothing more, but that alone will not furnish the necessities of life for them and their aged wives during the few years that is left to them, and in enforced idleness. There are others that have been less fortunate, and do not even own their own home. To the latter, the future must look dark indeed. It means to them just this, and nothing else—that they must depend wholly on the charity of others for the balance of their lives.

There is not a large number of either class that I have mentioned—surely not enough to prove any serious burden to our Order—but the few we have, we should do something for. Those we have with us now, we will not have much longer, but there will be others to take their place, and the indications are that their numbers will increase as the Order grows older and larger.

To the delegates, those who have been chosen to represent the Order at the coming Grand Division, think it over seriously and do something. Do not let the matter go over to the next Grand Division. "DO IT NOW."

There is another matter that has taken up some of the time of preceding Grand Divisions, and that has been advocated more or less through the columns of the CONDUCTOR, and that seems to have greater support during the last two years than ever before, and that is the question of district representation at Grand Divisions.

Personally, I have always been a supporter of that idea, and the more I think about it the more strongly I am convinced that such a plan should be adopted. It is not my purpose to enter into any argument on the subject as this time, as the ground has been pretty well covered already.

However, to the delegates that will meet

at Boston next May, and especially those, if any, who are *opposed* to district representation, I will say, you will meet somewhere in the neighborhood of 575 delegates, including the life members. For your own information, take a memorandum book and make a note of the number of members present that take any active part in the work before you. What I mean by an active part is the number that appear to have any ideas of their own, and have the courage and ability to advance them. It is hardly likely that this class will require more than one, or possibly two pages of your memorandum. You can use the balance of your book to make a brief record of the number (not the names) of those that appear to have come to Boston for a good time—and are having it.

You should be able to complete your work—well, I will give you seven days—and if, at the end of that time, and you have “played fair,” and are still opposed to representation by districts, I will throw up the sponge and have nothing more to say.

A. V. NEWTON.

### Mexico City, Mex.

As stated in the December RAILWAY CONDUCTOR, an effort would be made to bring the convention to Mexico City in 1911. We wish to have it known that, owing to the uncertainty among the railway officials here, brought out by the merging of the Mexican Central and National Lines of Mexico, the question of transportation for the delegates has been postponed so long that there is not sufficient time now to carry out the campaign, so the idea has been abandoned by Division 159.

The merging of the two great systems of Mexico has been the cause of a number of good old-timers losing their offices, caused mostly by one official assuming the duties of two or more, and we are fearful that a number more will go in time. So far, train crews have not been affected to any great extent, and we cannot see that they will be, but *quien sabe*, retrenchment seems to be the watch-word. All business is still very dull here, though transportation is increasing some.

D. E. MURPHY.

### Weehawken, N. J.

The great drawing held by Defender Division 312 is over and the financial results by far exceeded the most sanguine anticipations. While a few of the members were at first opposed to the idea of a drawing, yet when the books were distributed by the committee every one was anxious to see who could sell the most, and I do believe that had the drawing been a month later the chairman of the committee, who had charge of the drawing, would have

needed one of Uncle Sam's strong wagons to cart the proceeds to the strong box of our treasurer and one of Uncle Sam's gunboats to guard it. It certainly was a howling success financially, and too much cannot be said in praise of the committee who had the affair in charge. They worked hard to make the drawing a success and the members put their shoulders to the wheel and gave their hearty support, but our venerable secretary and treasurer outdid himself; sold all by his lonesome, nearly \$60 worth of tickets. March 14 was the day set for the drawing, and what a crowd was out to meeting that day. After meeting had adjourned the committee invited in three engineers to take charge of and do the drawing. The first slip, 4258, drew the watch, the duplicate number being held by J. Clark Sheldon. The next slip, 5074, drew the \$10 gold piece, the duplicate number being held by L. Schoonmaker, Albany, N. Y. No. 5347 drew the \$5 gold piece, and fell to Mr. B. Cross, Walton, N. Y. A small collation was then tendered the members present and the visiting engineers, and every one went home happy.

Now, brothers, I wish some of you would digest what I am going to say. Write your conclusions through the columns of the Journal and have them brought up at our next convention. We have demonstrated the success of our present relief fund and have shown what can be done. While our present system is all right and a grand thing as far as it goes, it does not go far enough. Why not try and have, at our next convention at Boston, a genuine pension law passed. No doubt there are some who will think that I am a fit subject for our present relief fund now, in some state institution, but that does not worry me any. We see so many articles about the pensions that the railroad companies are starting and we even see some suggestions about co-operating with the railroad companies in the matter of pensions. This latter, I think, would be a very unwise move, for such matters should be handled individually. Why not pass a law in our next Grand Division to create a pension fund to pay to all disabled members, either from old age, sickness or injury, say a minimum of \$40 and a maximum of \$50 per month? Make the rules governing such members to be pensioned similar to those now in effect by some of the great railways, insofar as the age that they are deserving of pensions is concerned, but in the matter of the amount of pension to be received, make that on a basis of what I suggested earlier in this article, this pension to become operative five years from date of passage, and each member in good standing to be assessed fifty cents per month. Now we say we have 40,000 members; that would be \$20,000

a month or \$240,000 a year; in five years, with accumulative interest, it would amount to nearly \$1,500,000. During these five years we could keep the present relief fund going to care for those who now come under its provisions and at the end of that time turn whatever remains in the present fund into the new pension fund. I believe that in time we would have a fund that would be almost self-supporting. Now there may be some who will start to howl about the extra assessments. I would like to ask those brothers how much fifty cents a month will hurt them if it is giving ease to the declining years of some old brother. How many of us will walk into some place with a couple of friends and literally throw away three or four times that amount? Think it over, brothers. L. FRITTS.

### Oklahoma City, Okla.

In looking over the different letters in the February CONDUCTOR, I noticed one from Elmira Division 9, from Brother C. E. Stickels, which was very much to the point in some respects, but I wish to differ with Brother Stickels in some few things he mentions. He gave us a very fair illustration of what he thinks the conductors were before seniority took effect. Owing to the fact that I was running a freight train before seniority ever struck the earth, I must be considered one of the gang, but I must have been a little late getting around to the trough or was crowded out of place, as Brother S. calls it, for I do not remember ever getting anything more than was coming to me; neither have I any recollections of ever leaving the trough hungry after I did get there. Let me say to Brother S. that during my railroad experience I have always noticed that before seniority and since seniority the one who gets along fairly well and gets about what is coming to him is the one who uses good judgment and is ready to do his duty to himself and to his company, and when off duty is not standing around on street corners or setting in barber shops and lunch counters, abusing the management that is furnishing him his corn. This matter of getting what does and what does not belong to us is a matter of more or less jealousy that exists among railroad men, and seniority has not wiped it out by a long shot. Brother S. is right in what he said to the conductors of today. He gets, in time, what is coming to him, and so does the man who has broke five years, run a freight train as a conductor fifteen years and by some mistake loses out. He goes away and makes application to some other road for a job, and gets just what is coming to him—a job braking on the extra list. No matter how good his record is it don't cut any figure; he may be lucky enough to strike some road where

they promote two and hire one, and he may not have to brake a great while, but when he is set up the same old howl will go up that he must have had a pull.

No man, for the past twenty years, has done more for the young train man than myself, but I do say that the loyal and faithful conductors of today are not appreciated as they should be.

Now, one more point in Brother Stickel's letter: He asks, how many conductors of today who have run a passenger train ten years, if set back, could run a freight train, and he answers his own question by saying a very few would know the first rudiments of railroading under present conditions. I will answer Brother Stickel's question and say that 100 per cent. of passenger conductors who have run freight trains and worked up to passenger trains and have run passenger trains ten years can drop back and run a freight train O. K. I would very much dislike to admit that we have a man in our ranks who has run a passenger train for ten years and in that time lost all the freight brains he ever had. Let me say that I can unbutton the shirt collar of a man that was entirely out of all kinds of train service for over eighteen years and by force of circumstances and for want of bread and butter, was obliged to take a freight train as conductor, and regardless of all modern conveniences, new rules, etc., that have been put into effect since he ran a freight train, got along with it very well for several months, until such time as there was an increase of passenger train service and two new passenger trains put on, and through the kindly feeling of the railroad officials and the very kind and brotherly feeling of his brother conductors of both classes—the overshirt and overalls (where the brains are found) and the silk stocking and brass button class—they all joined hands and arrangements were made to give the man one of these trains and he has handled it very well for the past four years.

Now that young conductor with that new uniform and brass buttons, strutting up and down the platform, is not as big a man as his superintendent—he just thinks he is—has a right to think so. I like to see any young passenger conductor have some get-up to him—he generally makes a good man.

I suppose everybody is getting ready for the big show in May at Boston. It certainly will be a large meeting with 544 delegates. I would rather see about forty-four and put the money it will cost to send the other 500 into the relief fund. Is it not a fact that, as conductors, we all want about one and the same thing, and any legislation that would be good for the east would be good for the west, north or south, as far as conductors are concerned?

That being the case, what difference is there whether forty-four men do the work or 544? There could not be any very discriminating legislation against any one part of the country, as some of the brothers seem to think there would be, if each Division did not send a delegate. I hope to see the Boston convention provide for permanent headquarters and district representation. We can save thousands of dollars by doing this and should do so. I suppose the Home question will come up again at Boston; this is going to be a hard question to solve and get it right. I believe the brothers should go slow on this and be sure they are right, but the time is coming when we should provide for the conductor who is not able to earn a living and has no income to support himself.

Success to the officials and delegates at the Boston convention. L. W. WELCH.

### Jacksonville, Fla.

On account of a case of typhoid fever in the family of the correspondent of Division 196 the letter intended for the April issue had to be postponed, but would like for you to publish the fact that Jacksonville wants the Grand Division to meet with us in 1911, and we will be at Boston to press our claims. We are prepared to take care of them and can show them things that can be seen at no other place in the world, notably a railroad built over 100 miles out into the Gulf of Mexico. Then, too, we can show them the most progressive city in the United States today, whose chief executive is a member of Division 196. Delegates, see our committee in Boston, and vote for us, and I can assure you you will not do wrong.

W. B. W.

### Washington, D. C.

I have been much interested in the articles appearing in the CONDUCTOR recently, concerning the care of the old or disabled conductor, especially that of Brother C. W. Evarts, of Cleveland, Ohio, in the March number. He says he expects to be "jumped on from Maine to California" for his proposition, but I see much in it to commend. His scheme would give all (who are able) the privilege of paying for and thereby acquiring the right to live at their own firesides in the evening of life, surrounded by loved ones, whose chief delight it is to make their declining years comfortable, pleasant and happy. Brother Evarts' plan supplies the wherewith to make it all possible, and, in my judgment, could be easily made the foundation of a law of our Order which would be of untold benefit to the Order itself. If the pensions were graduated according to the length of membership in the Order, no young conductor could

afford to remain out of it a day after he became eligible, and no "old croaker" could come in at the "eleventh hour" and get more than his just due. The maximum amount paid any one could be placed at \$80 per month for any conductor who had been a member of the Order forty years and over; between thirty and forty years' membership, \$60 per month; between twenty and thirty years, \$40 per month, and between ten and twenty years' membership, \$20 per month; thus our old or otherwise incapacitated conductors would be pensioned according to their length of membership in the Order. I hope some such law may be enacted at the coming session of the Thirty-second Grand Division at Boston in May, and forever settle the question equitably, generously and satisfactorily. "What shall we do with our old conductor?"

J. S. MEWSHAW.

### Kansas City, Mo.

Once more we are drawing near the time for convening the Grand Division, and I see by the many changes that are coming to us from day to day that the spring weather has its usual effect upon many of our brothers, and they want to move into a new home. I presume they believe the old house is dirty and it's easier to move than to clean house. What's the matter with Cedar Rapids, isn't it central enough for you? I have always found our business transacted very promptly and satisfactorily in Cedar Rapids, and another thing in its favor is that the time of your Grand Officers and their staff is not taken up as it would be in a big city where so many of our members are constantly passing to or from. Let us stay in the old home; it's good enough for me.

From another Division I see a demand made that the meetings of the Grand Division be turned over to the salaried chairmen. Whew! but that would be a grand idea, would it not? That grand body will have to grow to a decidedly greater proportion than it has yet obtained before its membership will submit to anything so absurd as that. We must not forget that the rising generation of conductors appreciate a good time just as much as we who may have grown grey in its service, and when I look back at our Grand Divisions I notice, with a great deal of pleasure, that there are very many of the old grey headed members who are upon the retired list, who still love the old Order so much that they must take just another trip to the Grand Division and meet with the old members who, like themselves, have been the constructors of this magnificent building, ever being willing to carry bricks, or mortar, so that the building shall be of the permanent kind that the storms and winds of time cannot

destroy, but will live on as a great monument to its constructors—the chief of them all whose name it is not necessary to mention, as he is known and beloved by all alike as the one man who placed us upon the solid foundation that cannot be weakened. I am glad that I have so much confidence in the loyal stability of our old reliable members, and because of this, I never fear any great disasters coming to us from the fellow who thinks he is carrying the burdens of the entire organization upon his back—let it drop, my brother. Our greatest aim should be to leave our footprints so indelibly imprinted in the sands of time that nothing can obliterate them, and long years after you and I have passed from this great world of activities they shall be seen and recognized to our glory.

Let each delegate do his best to advance the interests of the Order, with as little expense as possible, allowing every other member the same latitude as that which you have been given for these many years; then you will return from the Grand Division in Boston satisfied with yourself and with every one else, and be assured that another step has been taken by our Order in the right direction, and the thin streak of smoke will continue to ascend from the smoke stack of the Grand Officers' headquarters in that beautiful city of Cedar Rapids as of yore.

WILLIAM WELCH.

### Grand Rapids, Mich.

I have noticed for some time past that each month there are from fifteen to twenty lost and stolen cards advertised in the CONDUCTOR, and perhaps as many more are lost and never advertised. Many of these cards are never found, but it is very probable that a number of them find their way into wrong hands, and perhaps a few of them into the hands of unscrupulous persons who, knowing what they are, would not hesitate to use them in any way for their own benefit.

I have had this matter in mind for several years and have discussed it with a great many conductors, both on this and other roads, and have finally come to the conclusion that the best remedy for this evil is to have a small photograph of the owner placed in one corner of the card with the seal of the local Division over it to prevent counterfeiting or replacing. This would enable any person to whom the card might be presented to promptly and positively identify the person presenting the card as the rightful owner, or not, as the case might be. The United States government uses this same method in issuing passes to its railway mail clerks, and I have not been able to find any one who could offer a better solution of the problem.

The cost of this arrangement to the Division would be absolutely nothing, as the cards would be handled the same as at present, only a small blank space would be left in one corner of the card, either on front or back, and the member would have to furnish the secretary of his Division with a small photograph of himself, which can be gotten in almost any town now for not to exceed twenty-five cents. The secretary to place the photograph on the card and stamp it with the seal of the local Division before issuing it to the member.

It is said that everyone rides a hobby; perhaps this is mine, but I don't think there is a passenger conductor in the United States but what has one or more of these cards shoved up to him every trip, and every one of them would be glad to have some means of knowing that the card is in the hands of the person whose name appears upon it.

I would like to see a thorough discussion of this matter in the columns of the CONDUCTOR and if the majority of the members are in favor of it, as all those to whom I have talked are, our delegates to the Grand Division could be so instructed and the matter properly arranged and disposed of.

C. H. WESTOVER.

### Raleigh, N. C.

I have looked in the CONDUCTOR each month since election of officers for a write-up from 264, but up to the present time it seems that we have not elected a correspondent. However, I will say for Division 264 that we are still in the ring and have good officers for 1909. Our membership is on the increase; we (of the Norfolk and Southern) have increased the membership by sixteen.

I have been reading the letters from my old friend "Veritas" with pleasure, and can say for Brother Newton's information that Veritas is very much in the right in his arguments, and also his statement as to B. R. T. and B. L. F. men being discharged on the L. & N., merely for the fact of their being members of those organizations.

I endorse Brother W. H. Simpson's views on a change in the Mutual Benefit laws, and hope our representative will look out for our interest along this line. I think the law ought to be changed to such an extent that our insurance could mature after a certain number of years.

Business is a great deal better on all the roads in this part of the country than it has been for some months, this being the Guano season. It is almost time for the excursion season to open here, and I presume Division 264 will run the biggest one of the season, as usual.

TAR HEEL.

## A Glimpse of Old Boston

**An Abridgement of Historic Points That Will be of Interest to Our Guests**

One feature of the program that has been arranged for the entertainment of the visitors to the sessions of the Thirty-second Grand Division will be devoted to sight-seeing and general observation, and as this tour is animated by a desire on the part of the local executive committee to interest all who wish to participate in the journey, guides well-versed in the various historic attractions will be on hand to advance every courtesy.

Starting from Ford Hall, Ashburton place, to Somerset street, passing the Boston University and Suffolk county court house on the way to Beacon street, then to School street, which latter street gets its name from the Boston Latin school founded in 1635, the first building being built on the site of the present city hall and afterwards on the site of the Parker house, opposite King's chapel.

King's chapel, situated across the street from the headquarters of the Grand Officers, was the first Episcopal church in Boston, erected in 1689, and replaced by the present building in 1754. The rector fled to Halifax with the British army in 1776, carrying away the valuable plate, and services were discontinued. In 1785 it became the first Unitarian church in New England. The burying ground adjoining was the first in Boston, and here are buried John Winthrop, the first governor, and many other prominent persons of early times.

We now pass up Tremont street to the Granary burying grounds and Park Street church, locally known as "Brimstone Corner," on account of its orthodox preaching. It was built in 1810. There are eight governors buried in the Granary ground; also Paul Revere, Peter Faneuil, the parents of Benjamin Franklin and the victims of the Boston massacre. It was at one time a part of the Common, which is just across from Park street. This breathing spot is considered the most famous in the country. Opposite this end of the Common, on Tremont street, is St. Paul's Episcopal church, built in 1820.

We now retrace our steps to Bosworth street, thence to Province street and Province court, where stood the Province house, built in 1667 and destroyed by fire in 1864. It was the official residence of the royal governors and afterwards of state officials, for a time.

Continuing our journey to Washington street, we observe the Old South church, so well known in history. This was the third church, a cedar meeting house, built in 1670; here Franklin was baptized. The present building was erected in 1729. It was desecrated by British officers in 1775,

who ordered the pulpit and pews to be carried out and burned. The sanctuary was profanely converted into a riding school for Burgoyne's cavalry, where liquor and refreshments were dissipated, and a bacchanalian festival was carried on. After the big fire in 1872 it was used as the postoffice—now a museum for revolutionary relics.

Opposite, on Milk street, the birth place of Benjamin Franklin.

We now pass down Newspaper Row (Washington street.) At the corner of School street is the Old Corner book store, built in 1712, on the site of Ann Hutchinson's residence. Opposite is Spring lane, another ancient land mark. Continuing along Washington street we come to the old State House. It was near here that Captain Kidd was arrested in 1699 and taken to England where he was tried and executed as a pirate. The earliest market place was established at the head of State street, then King street, in 1634. On this site was built the Town House in 1657; burned in 1711; rebuilt in 1712; burned again in 1747; present structure built in 1747; a barracks for British troops in 1768; Generals Howe, Clinton and Gage here held a council of war before the battle of Bunker Hill; Declaration of Independence read from the balcony in 1776; used as a State House until 1798; first city hall damaged by fire in 1832; United States post-office 1838; now occupied by the Bostonian Society, filled with valuable relics; basement used as station for passengers to East Boston and Washington street tunnels.

As we pass down State street, we come to the scene of the Boston massacre, marked by a circle in the pavement; the massacre was caused by the people aggravating and stoning the troops, who fired into the crowd, killing five and wounding several others. This was on March 5, 1770, and caused great indignation, some troops being withdrawn and the others confined to barracks. The soldiers involved in the shooting were tried by the civil authorities and acquitted, being defended by John Hancock, first signer of the Declaration of Independence and first governor of the state. Right here is the financial centre of the city, second only to Wall street, the stock exchange being on the right, surrounded by banking firms of world-wide reputation. Next is Change alley, on the left, near the corner of which were placed the seventeenth century whipping post and the stocks. Passing through Change alley we come to Dock square. Here was the town dock, and here was located the ducking stool, where scolds

were taught that silence is golden. To the left is Faneuil Hall, the cradle of liberty, where the greatest freedom of speech is allowed to this day. It was built by Peter Faneuil, 1742, for a market and public hall, on land owned by the town. Faneuil agreed to pay for the building on condition that the town would legalize it, as there was considerable opposition to a market place, people wishing to obtain their supplies at their own doors, as was the custom at that time. The hall was burned in 1761; rebuilt in 1762 by the town; basement and lower floor known as New Faneuil Hall market. Across Merchants Row is Faneuil Hall market proper, sometimes referred to as Quincy market; 525 feet long.

We now enter a quaint passageway called Corn Court; here stood the Hancock tavern, where many famous persons were entertained, thence on to Merchants Row to State street and on to Broad street, where, in 1837, occurred a great riot caused by firemen, in going to a fire, breaking up a funeral procession. It was necessary to call out troops to quell the disturbance. We go through Batterymarch street to historic Fort Hill, or rather where it once stood, for the hill was cut down, and used to fill in the water front along Atlantic avenue. Next we come to Liverpool wharf (formerly Griffin's), where took place the Boston tea party, December 16, 1773, here it was that sixty Bostonians, mostly disguised as Indians, boarded the three Indians—the Dartmouth, the Eleanor and the Beaver—and emptied 342 chests of tea into the harbor—all this on account of the obnoxious tax.

This act caused the British authorities to close the port of Boston, and remove the custom house to Salem.

We now pass along the water front, where the famed New England fishing fleet land their fares, and on to the North square to the house, still standing, where Paul Revere was born in 1735. This house has been preserved by patriotic societies, and is open to the public. Right here is one of the most interesting sections of historic Boston, including the site of Pitcairn's barracks; Governor Hutchinson's estate, also that of Sir Charles and Lady Agnes Surriage Frankland; the Second (Old North) church of the Mathers, pulled down by the British in 1775. This section later became the lowest and most dangerous part of the city, and was facetiously called the "Black Sea," on account of the number of sailors' dives from North to Salem streets and from Richmond to Fleet.

As we pass through Prince street, we come to Salem, when we turn to the right and approach Christ church, opposite Hull street. This is the oldest church edifice standing in the city, having been built in

1723, and has a quaint interior, even including a "slaves gallery." In the bell tower an inscription reads: "We are the first peal of bells cast for the British Empire in North America." In the steeple were placed the signal lanterns for Paul Revere, who was on the Charlestown side of the river, who then made his midnight ride to arouse the farmers in order to prevent the destruction of the stores and ammunition accumulated at Concord. This is what caused the battle of Lexington, April 19, 1775, and finally resulted in the independence of the United States.

A short distance up Hull street is Copp's Hill burying ground, the second to be established in Boston, first used in 1860; here are buried Edmund Hartt, builder of the frigate Constitution, the Revs. Increase, Cotton and Samuel Mather, the Eliots, Grays, etc. The British battery which destroyed Charlestown at the time of the battle of Bunker Hill stood here. Some of the headstones still bear marks of bullets, where British soldiers amused themselves firing at targets. To the right when looking toward Charlestown, can be seen Constitution wharf where the famous vessel was launched in 1797, and in front can be seen the old warship itself lying at the Charlestown navy yard. Slightly to the left, in Charlestown, is seen Bunker Hill monument, erected on Breed's Hill, where the battle was fought, June 17, 1775. The orders to the Continentals were to occupy Bunker Hill, but when they arrived they saw that Breed's Hill was nearer Boston and in a more commanding position, so they moved on to Breed's, hence the confusion in names. Corner stone of monument laid in 1825 by Lafayette; finished in 1842; Webster delivered the oration on both occasions; built of Quincy granite that was conveyed a distance of three miles from the quarries to the tidewater, on a railway constructed especially for this purpose, and which was the inception of railroading in this country. The monument was a base thirty feet square and is 221 feet in height.

It is now time to return to headquarters, and on the way, we pass through Marshall street, viewing the "Boston Stone" embedded in the side of a building corner of Creek square and dated in 1737. At this place long dwelt Louis Philippe, afterward king of France. Count Rumford served an apprenticeship here. Next is the site of the Green Dragon tavern, where early Masonic lodges used to meet, and Paul Revere and his friends plotted against king George. A little farther on we are at the end of our journey, tired, hungry and thirsty.

This does not, by any means, cover all the points of interest in and around Boston, but they all cannot be mentioned in one short article.

C. W. MERRILL.

# Legal

## Legal Decisions of Interest to Railroad Men.

Prepared for THE RAILWAY CONDUCTOR by COLIN P. CAMPBELL, Grand Rapids, Mich.

### *Liability for Injury by Conductor of Wrecking Train—Right to Take Passage Thereon.*

W. A. Shelby received a message from his brother advising him that his mother would arrive on the appellant's train and requesting him to meet her at the depot at Rosedale. Mr. Shelby arrived at the depot in time to meet the train on which his mother was expected, and shortly after arriving at said depot saw the smoke of the approaching train some distance below the town. The train stopped before coming in sight of the depot and remained stationary for such a length of time that the appellee, knowing the bad condition of the railroad track and frequency of wrecks on that line, became uneasy and started to walk down the track toward the train. He met the fireman in the lower end of the yard, who told him that the train had been wrecked, but he did not know whether anyone was hurt or not. Appellee immediately returned to the depot, where he learned that defendant was preparing to send an engine coupled to coal car to the aid of the passenger train. He asked the fireman if he could go on the engine to the wrecked passenger train. The fireman refused to allow him to do so, explaining that he had not authority, but suggested that the appellee ask the conductor, who was in the coal car attached in front of the engine. Appellee got off the engine, walked down to the coal car, and, not being able to see the conductor, climbed up on the iron ladder attached to the side of the car until he got in a position where he could see over in the car and see the conductor. He asked him if he could go down to the wreck with him and, according to Mr. Shelby's testimony, the conductor replied: "No, get down off there." Appellee explained that he did not want to go through curiosity, but that his mother was on the train and he wanted to go to her assistance. Appellee says the conductor replied: "I don't give a damn what

you want to go for. Get off there!" That the conductor had crossed over to a place near where appellee was standing, and appellee then said: "You need not be so damn insulting," and the conductor immediately struck him in the face and on the ear and on top of the head until appellee jumped off of the car. The conductor denies the use of any profane or insulting words, and says that he struck appellee because he cursed him, and because he was coming on him and he had to protect himself. Appellee testifies that he had decided to get off the car and, as he was about to do so, made the reply above, and immediately the conductor struck him. A witness, Gibbons, testified that the conductor did use profane epithets toward appellee before appellee made any response. The conductor testified also that he was not operating the train for public use or for the handling of passengers, and that it was against the company's rules for him to allow persons to ride on it, as it was a work train and going to the assistance of a derailed train.

On the point raised by the defense as to whether the conductor was engaged in his master's business, the court instructed the jury as follows:

"No. 5. The court instructs the jury that they can not find against the railroad company in this case unless they believe from the evidence that the conductor was engaged in and about the business of the railroad company and acting within the scope of his authority at the time he struck the plaintiff.

"No. 6. The court instructs the jury that if they believe from the evidence that the conductor struck the plaintiff because of insulting words used to the said conductor by the said plaintiff, or to protect himself from an attack on him by the said plaintiff, then in that event the defendant is not liable to respond in damages, and they will find for the defendant.

"No. 8. The court instructs the jury that

the railroad company in this case is not liable further and other than a private citizen would be in a like case of its agents and servants, and that the same rule would apply to a suit as between two individuals as applies in the present suit.

"No. 9. The court instructs the jury that in determining whether the act in question in any case was done within the scope of employment, the question to be considered is whether the act was done as a means or for the purpose of performing the work of the master, and the court instructs the jury that in such case the inquiry is whether the act in question in any case was done, so far as time is concerned, while the servant is engaged in the master's business, nor as to the mode or manner of doing it, nor whether in doing the act he uses the appliances of the master, but whether from the nature of the act itself it is actually done, or was an act done in the master's business and wholly disconnected therefrom by the servant, not as a servant but as an individual on his own account, and the court instructs the jury that, if they believe the said servant was acting as an individual and on his own account when he struck the plaintiff, then and in that event they will find for the defendant.

"No. 10. The court instructs the jury that if they believe from the evidence that the blow given the plaintiff in this case grew out of a private difficulty between the plaintiff and the conductor, and that at the time the said conductor struck the plaintiff he was acting as an individual in resenting an insulting remark made to him or in protecting himself from an attack of the said plaintiff, then and in that event they will find for the defendant.

"No. 13. The court instructs the jury that if they believe from the evidence that the conductor in this case was acting for his own personal purposes, independent and separate from the duty he owed to the defendant company, then and in that event the company is not liable, and they will find for the defendant.

"No. 14. The court instructs the jury that the railroad employes, well as other men, whether engaged in their duties as employes of the company or otherwise, have the same right that other citizens of the

community have to resent an unprovoked insult, and to exercise the right of self-defense."

The case was submitted to a jury, who returned a verdict for \$2,000.

The Court said:

The learned counsel for the appellant have presented in their very able brief its cause as skillfully as it is possible for it to have been presented. They do not, however, give full force to the testimony of the plaintiff, a d of the negro, Tandy Gibbons. According to the testimony of the plaintiff the conductor said to him: "I don't give a damn what you want to go for. Get off of there," before the plaintiff concluded to get down, and made his counter observation, which he calls a "passing shot," at the conductor. The negro Tandy Gibbons testified that the conductor said the plaintiff in response to his request, "No, g- down, God damn you," before Mr. Shelby made his response. It is perfectly obvious that the jury accepted the testimony of these two witnesses and repudiated the testimony for the defense. According to this testimony of the plaintiff and the witness Gibbons that the insulting conduct of the conductor occurred before the plaintiff had decided to get off the side of the car, it is evident that this conduct took place plainly whilst the conductor was engaged in and about the "master's business." The whole controversy turns upon the point, whether or not the conductor's insulting language and conduct, as testified to by the plaintiff and the witness Gibbons took place whilst the conductor was engaged in and about the "master's business," and on this point the learned counsel for the appellant drew and secured from the court a series of instructions presenting their contention in every possible view, in the aptest and strongest language. These instructions for the defendant are Nos. 5, 6, 8, 9, 10, 13 and 14. We can not conceive how the law of the case for the defendant could have been any more learnedly or accurately presented. The trouble with the case is that the jury accepted the testimony for the plaintiff and we cannot say that the verdict is manifestly wrong.

Yazoo, etc. Co. v. Shelby, (Miss.) 48 So. Rep. 403.

# Forum of Train Rules

Edited by Geo. E. Collingwood.

Differences of opinion as to wording and meaning of train rules and orders have always existed. This Department is edited by a practical train dispatcher of wide experience, and a student of the subject. No member should, however, permit any opinion expressed in these columns to influence him to depart from the rules or established customs of the road on which he is employed.

## Notice.

In submitting questions to this department the editor requests that whenever possible the letters of the alphabet be used in their regular order to designate stations as they follow in sequence, as the situation is much more easily understood by our readers than when station names are used.

## Manchester, N. Y.

Please give your decision through the CONDUCTOR on the following, according to standard rules:

"Work extra 100 will work 8 a. m. until 5 p. m. between A and C." This is a single track road and the order board is used as a block signal also. Work extra 100 goes from A to C and returns to B and the order board (or block signal) is in stop position, the depot is closed and there is no operator there. The engineman wants to proceed after waiting ten minutes (rule 221-371); the conductor says "No, we can't proceed without a clearance card, Form A." (Rule 303.) The engineer claims that the company makes a special rule allowing us to proceed under the circumstances. I claim that they cannot make a special rule that conflicts with standard rules while standard rules are being used. F. E. W.

ANSWER—A railroad company is a law unto itself so far as making rules is concerned. Unfortunately our correspondent does not quote rule 371, so we are unable to say just what movement that rule authorizes or how much it conflicts with rule 221. From the reference to a clearance card, Form A, the company is evidently using rule 221 of the standard code and if so we know of no rule which could be safely used to allow a train to pass the block while in the stop position without a clearance card, even when the train-order signal is used for blocking trains in addition to its use as a train-order signal. For, when used for these two purposes a train crew has no way of knowing, in the absence of the operator, whether the signal is displayed for an order or for block on some train.

It is a fact that an operator should never leave his office when he holds an order for a train, but this does not mean that he never does. Sometimes operators figure

that a train for which they hold orders will not reach their station until a certain time and they take it upon themselves to lock up the office for a short time, and should a train proceed after waiting ten minutes under such circumstances there would be something doing. For this and other reasons we think that a train order signal should never be disregarded.

## Pine Bluff, Ark.

Please give your decision on the following, under the standard code: On the St. L. S. W. we have trains Nos. 15 and 16—No. 15 second class, south bound, No. 16 third class, north bound. At A No. 16 receives order No. 1: "C. and E. No. 16. No. 16 will meet first No. 15 at B and second No. 15 at C." First No. 15 arrives at B with no signals, and B is a blind siding. How would you regard meet with second No. 15? L. E.

ANSWER—Under such circumstances it would be reasonable to suppose that first No. 15 had taken down signals at C and that there was a flagman left at C, or other means of notifying opposing trains that No. 15 had signals as far as C, in order that the second section might be protected to that point. However, should a case as above occur it would be the duty of No. 16 train crew to ascertain the facts at C in case C is a telegraph station; or better still, the train dispatcher should have notified No. 16 of any peculiar movement of this kind.

## Slater, Mo.

We are working under new rule No. 4, which reads: "Each time-table, from the moment it takes effect, supersedes the preceding time-table and its schedules take effect on any division or sub-division at the leaving time at their initial stations on such division or sub-division. But when a schedule on the preceding time-table corresponds in number, class, day of leaving, direction and initial and terminal stations with a schedule of the new time-table, a train authorized by the preceding time-table will retain its train orders and assume the schedule of the corresponding number of the new time-table."

Train 24 leaves its initial station Saturday at 9 p. m.; their arriving time at G is 11:56 p. m. G is a sub-division and No. 24 is due to leave G at 12:01 a. m. This train has been scheduled daily on old card. New card goes in at 12:01 a. m. and shows No. 24 due to leave G at 12:01 a. m. "Daily except Sunday." Can No. 24 run on the new card Sunday morning, G being a sub-division point? W. F. WIMSATT.

ANSWER—No. 24 cannot leave G on Sunday morning for the reason that no schedule is shown out of G for Sunday morning and as a result there is no schedule to "assume" regardless of the fact that the rule directs them to "assume" the schedule when it corresponds as to certain requirements. This is only one of the little jokes that rule 4 plays on trusting trainmen.

We trust that before long railroad companies will realize that it is dangerous to allow the word "assume" to mean that a schedule is in effect when such schedule would not otherwise be in effect under the rules.

#### Florenville, La.

Please give your opinion on the following train schedules. You will note this train operates over the N. O. & N. E., New Orleans to Slidell, twenty-nine miles, governed by the time-table, rules and regulations of the N. O. & N. E. Railroad: No. 68, second class train, leaves New Orleans 11:30 p. m., daily except Sunday. N. O. & N. E. time table shows No. 68 out of New Orleans at 11:30 p. m., daily except Sunday, arrives at Slidell 1:15 a. m.; N. O. G. N. time-table shows No. 68 out of Slidell 2:00 a. m. daily except Sunday. We understand that No. 68 cannot leave New Orleans at 11:30 p. m. Sunday, but the question is, can No. 68 leave Slidell at 2:00 a. m., schedule time, Monday? Is New Orleans the initial point for No. 68? Is Slidell a terminal for No. 68? Two separate registers at Slidell N. O. & N. E. and N. O. G. N. No. 68 is N. O. G. N., train leaves the N. O. & N. E. track, north-bound at Slidell.

L. I. N.-C. E. M.

ANSWER—A division is that part of a railroad assigned to the supervision of a superintendent or other officers, a sub-division is a part of a division so designated on the time-table. Schedules on each division or sub-division date from their initial stations on such division or sub-division. Inasmuch as the N. O. & N. E. time-table and rules govern from New Orleans to Slidell it is plain that this part of the track is not under the same supervision or dispatching district as the N. O. G. N. north of Slidell, and it follows that under standard rules Slidell is the initial station for

No. 68 so far as N. O. G. N. rules are concerned. New Orleans is the initial station and Slidell the terminal station for No. 68 so far as the N. O. & N. E. is concerned. If the time-table of the N. O. & N. E. reads "daily except Sunday," and if the N. O. G. N. reads "daily except Sunday," No. 68 could leave New Orleans Saturday night at 11:30, but would have no schedule on the N. O. G. N. to complete the run, as their schedule is not good on Sunday. No. 68 could also leave Slidell at 2 a. m. Monday, but the train could not come to Slidell from New Orleans Sunday night.

In order to have the trains move as they should under the rules, the N. O. G. N. time-table should show No. 68 daily except Monday.

#### Texas.

A and Z are terminals. The following order is placed at A: "Order No. 35, to Eng. 26 and No. 2 at A. Eng. 26 will display signals and run as first No. 2 A to F. Eng. 26 will run extra F to Z, ahead of No. 2." What is the procedure of No. 2 at F, No. 2 in this instance being the regular train filling the schedule?

E. R. G.

ANSWER—Upon arrival at F, No. 2, that is, the train which regularly fills the schedule of No. 2 would proceed to Z as No. 2, provided that the road where this order is used authorizes such an order. So far as the standard code goes it does not authorize the use of the order quoted to run No. 2 as second No. 2 from A to F. The order quoted is a single order and authorizes Eng. 26 to run as first No. 2 A to F and also to run extra F to Z ahead of No. 2 and also notifies No. 2 that the extra is ahead of them from F to Z, but it does not authorize No. 2 to run as second No. 2 from A to F.

In order to make the movement proper, order No. 35 must be followed up by another order as soon as the number of the engine which is to run second No. 2 is known, directing them to run as second No. 2 A to F.

The Train Rules committee of the Train Dispatchers' Association, at their last meeting, recommended that a new example of Form F be given, directing an engine to run as second No. 2 A to F and No. 2 F to Z, as the standard code does not now authorize such an order.

#### Hartford, Conn.

Please give your opinion on the following rule: Rule 102 reads as follows: "When cars are pushed by an engine or motor (except when shifting and making up trains in yards), a flagman must take a

conspicuous position on the front of the leading car." Why should it specify that a flagman must take a conspicuous position on the front of the leading car?

W. L. K.

ANSWER—Rule 7 provides that employees whose duties may require them to give signals must provide themselves with the proper appliances and keep them in good order, ready for immediate use. Rule 102 states that a flagman must ride the leading car because this implies that the employee who would answer this description would be one supplied with a signal or signals for protecting train movement. He is required to take a conspicuous position on the front of the leading car because the engineman is not in a position to see just how close the cars may be approaching other cars or switches, and from his position of vantage he could signal the engineman in case of need. He would also be in a position to warn persons who might be on or near the track in a dangerous position.

### Clinton, Ill.

I would like your decision on the following, stating your authority for same:

We are working under standard rules, north-bound trains have right; meeting point for No. 124, a north-bound train, and No. 101, a south-bound train, both first class, is at E. No. 101 is running in two sections; first No. 101 passes C on time, dispatcher expecting them to make their meeting point without help; but second No. 101 is blocked ten minutes and cannot make it, so dispatcher gives them the following: "Second 101 has right over No. 124 C to E." On arriving at D (a blind siding), second No. 101 finds first No. 101 on the siding, broke down so they cannot move. What will second No. 101 do? Can they move against No. 124, or can No. 124 leave E on time, after ascertaining positively that first No. 101 has not arrived, and go until they meet first No. 101 and then look out for second No. 101? I claim No. 124 can leave E on time and Second No. 101 is stuck.

C. S. STEGER.

ANSWER—When Second No. 101 reaches D they are tied up, as they cannot take first section ahead of them, as the first section is disabled, therefore the last paragraph to rule 94 will not apply to them, but No. 124 cannot know this fact and must therefore remain at E expecting that second No. 101 is coming to E with first No. 101 ahead of them as per rule 94. Second

No. 101 cannot pass first No. 101, for to do so would make them first No. 101 and without right against No. 124. They cannot pass first and retain their identity as second No. 101, for this would put them ahead of the signals which are displayed for their protection.

To sum up we find that the new paragraph to rule 94, a paragraph which was added solely for the purpose of keeping trains moving and preventing a tie-up, has actually tied up the trains under circumstances in which the old rules would have kept trains moving.

Our correspondent has struck a combination of train orders and circumstances which can easily occur on any railroad, and it is a good illustration of the weakness and inefficiency of new rule 94, to say nothing of its propensity for trouble. Stated briefly, the standard code, with the exception of rule 94, is constructed with the idea that a train which is superior to another train may proceed against the schedule of such other train; trains can be made superior by train order or timetable and when time-table and train order superiority conflict then train order superiority has preference; sections must keep in order, following the flags which give them authority to use the schedule. Before the new paragraph was added to rule 94, when a leading section was held because they could not proceed against the right or schedule of an opposing train all sections were effectually held. But with the advent of the new paragraph the solid rock upon which the balance of the code was founded was disregarded and instead of being based upon superiority, its operations are based upon chance conditions which vary with each performance, under circumstances that make it impossible for an opposing train to know what to expect.

Under the old rules every railroad man understood that as long as a train was superior to the first section of an opposing train they would proceed regardless of the superiority of following sections and for the very good reason that the leading section had to display the signals for the following section over any portion of the road before a following section could use such portion of the road. But with the new paragraph added it is unsafe to run against a leading section unless superior to following sections. We think that the rule should not be allowed to operate when sections are concerned, but as it stands now it can be used by a section the same as by a train when running on its schedule number alone.



# Official Changes

W. A. Hayes has been appointed trainmaster of the Chicago & North-Western, with office at Madison, Wis.

Thos. J. Ryan has been appointed superintendent of the Vera Cruz & Isthmus Railway, with office at Tierra Blanca, Ver., Mex.

John C. Dailey has been appointed the general superintendent of the Denver & Rio Grande, with office at Salt Lake City, Utah.

W. D. Barclay has been appointed the general manager of the Canadian Northern Quebec and the Quebec & Lake St. John, with office at Quebec.

W. C. McKeown, assistant superintendent of the Wyoming division of the Union Pacific, has been appointed a superintendent, with office at Cheyenne, Wyo.

A. G. Smart has been appointed trainmaster of the Chicago, Burlington & Quincy, with office at McCook, Neb., succeeding G. H. Pearce, assigned to other duties.

W. R. Beauprie, superintendent of the Montgomery district of the Atlantic Coast Line, has been appointed the general manager of the Atlanta & St. Andrews Bay, with office at Dothan, Ala.

T. F. Brennan, superintendent of transportation of the Buffalo, Rochester & Pittsburgh, has been appointed the general superintendent, with office at Rochester, N. Y., and his former office has been abolished.

George W. Clark, general yardmaster of the Central New England, has been appointed assistant superintendent, with office at Poughkeepsie, N. Y., succeeding F. W. Danks, resigned to take a position with another road.

D. F. Bucher has been appointed superintendent of the Gomez Palacio division of the National Railways of Mexico, with office at Gomez Palacio, succeeding L. S. Bourne, transferred. G. P. De Wolf has been appointed superintendent of the Monterey and Gulf division, with office at Monterey, succeeding E. E. Sirrine, resigned.

James A. Boyers, whose appointment as assistant superintendent of the Nashville, Chattanooga & St. Louis has been announced in these columns, was born in 1853 at Nashville, Tenn. In 1871 he began railway work as a brakeman on the Nashville, Chattanooga & St. Louis, and later became conductor. After about eighteen years' work as passenger conductor he was appointed acting trainmaster, which position he held until his present appointment.

Wm. Lockard has been appointed superintendent of the Detroit, Toledo & Iron-ton Railroad.

Hugh M. Taylor has been appointed assistant general manager of the National Railways of Mexico.

S. E. Dillon has been appointed the superintendent of the Little Rock & Hot Springs Western, with office at Little Rock, Ark.

W. E. Becker has been appointed the superintendent of the Southern Indiana and the Chicago Southern, with office at Terre Haute, Ind.

E. P. Eppes has been appointed general manager of the Gainesville Midland, with office at Gainesville, Ga., succeeding E. L. Douglass, resigned.

W. C. Ashcraft, trainmaster of the Middle division of the Atchison, Topeka & Santa Fe, has been appointed trainmaster on the Belen cut-off, with office at Vaughn, New Mexico.

C. W. Martyn has been appointed assistant superintendent of the Southern Pacific Lines in Oregon, with office at Portland, Ore., vice G. C. Morris, who resigned to engage in other business.

W. Rudd, chief train dispatcher of the Missouri, Kansas & Texas, of Texas, at Smithville, Tex., has been appointed trainmaster at Smithville, succeeding W. W. Hoffman, resigned to engage in other service.

Richard S. Thompson has been appointed superintendent of the Mountain division of the Kansas City, Mexico & Orient, with office at Creel, Chihuahua, Mex., succeeding Edward Harrison, resigned.

H. M. Carson, assistant to the general manager of the Pennsylvania, has been appointed general superintendent of the Northern Central Railway and the Erie division of the Pennsylvania, with office at Williamsport, Pa., succeeding W. H. Myers.

The Red River division of the St. Louis & San Francisco has been abolished and that territory divided as follows: The Creek and Sherman districts to the Southwestern division have been placed under the jurisdiction of H. F. Clark, the superintendent at Sapulpa, Okla. The Ardmore and Arkinda districts to the Central division have been placed under the jurisdiction of LeRoy Kramer, the superintendent at Ft. Smith, Ark.

# Mentions

Remittance slips bearing changes of address for the M. B. D. will not apply to address for THE RAILWAY CONDUCTOR unless so specified by letter accompanying. *Always give your Division Number when writing to THE RAILWAY CONDUCTOR.*

Knowledge of the present whereabouts of L. H. Aenchbacher is desired by Brother T. J. Allen, Jr., whose address is 5044 First Avenue, Woodlawn, Ala.

We are pleased to announce that Brother Ed. Kington, of Division 3, has been appointed general yardmaster for the Frisco Lines at Fort Worth, Tex., and wish him success in his new field of labor.

We are glad to note that Brother Wm. Lockard, of Division 48, has been promoted from passenger conductor to the position of division superintendent of the Detroit, Toledo & Ironton Railroad and wish him success in his new work.

We are pleased to learn that Brother W. A. Hayes has been appointed trainmaster of the Madison division of the Chicago & Northwestern, with headquarters at Madison, Wis. From personal acquaintance with him we have no hesitation in predicting that he will "make good," and he has our best wishes.

We are advised that some personal cards of Brother W. H. Shipley, formerly chief conductor of Division 151 at Monett, Mo., commending his wife, or ward, to the consideration of conductors, are being improperly used, as they are not in the hands of his wife nor have they ever been. These cards were obtained by subterfuge during a period of mental incapacity on the part of the brother and should be taken up and destroyed if presented by any person whatsoever.

## Water

Here is a liquor that God brews for all His children—pure cold water. It comes from the green glade and the grassy dell; from the whispering spring, the murmuring brook and mighty river with the cool fragrance of mountain and forest, on its way to the valley and the sea. It is found gleaming in the dewdrop and in the many-colored rainbow; sporting in the cataract; sparkling in the ice gem; dancing in the hail storm, and sleeping in the glacier. Drink—you will find in it no remorse.—*The Metropolitan.*

Brothers—When writing to the CONDUCTOR, or, in fact, to any department, be sure to give your DIVISION NUMBER and STATE. You have no idea what an amount of work it will save us, and it is such a little thing for you to do.—Ed.

The present address of Geo. S. Burgess, formerly employed on the Mexican Central, is wanted by C. S. Guthrie, Acambaro, Mex.

Knowledge of the present whereabouts of Joe C. Thompson, last heard of on the Texas & Pacific at Texarkana, Tex., is desired by his son, Carrel E. Thompson, 902 Chestnut St., Denison, Tex.

Robson & Adey, Syracuse, N. Y., have just published a book, "General Lectures on Electrical Engineering," which contains seventeen lectures by Charles P. Steinmetz, A. M., Ph. D., consulting engineer of the General Electric Company. The book treats of electric engineering descriptively in a discussion of different methods of applying electric energy, and their relative advantages and disadvantages. The discussion is of a general nature and is not treated mathematically. Price \$2.00.

## Shoshone Bridge to be 550 Feet High

One of the highest bridges in the world is about to be constructed across the Snake River Canon, a few hundred feet from the great Shoshone Falls in Idaho. The span of the bridge will stretch for 1,140 feet from cliff to cliff, at a height of 550 feet above the surface of the water, and afford a grand view of the falls.—*Popular Mechanics.*

**The Executive Committee, for the guidance of all matters pertaining to the business of the 32nd Grand Division, Order of Railway Conductors, to be held in Boston, Mass., beginning Tuesday, May 11th, 1909, has been duly elected by the membership in Boston. Information of any kind relative to said meeting, over which this committee has charge, should be addressed direct to**

**C. W. Merrill, Chairman,  
Room 223,  
South Terminal,  
Boston, Mass.**



Herewith we present a picture of a man, who, under the name of M. W. Larkin, alias Fox, was vagged for thirty days in Pueblo, Colo. On his person were found spurious receipt for dues in the Order and an order for the work on Division 44, both being made out in the name of M. W. Larkin and both being on a spurious form bearing a fac simile of the seal of Division 92, but with fictitious names attached to them instead of the regular Division officers. The man is reported to be sixty-two years of age, five feet, ten and one-half inches in height, weighs 245 pounds, fair complexion, blue eyes, bald on top of head, sandy gray hair, large sandy mustache. He is also said to go under the name of W. H. or Wade Ingram. We have no member in Division 92 bearing any such name. The man is undoubtedly a fraud and indulging in crooked practices. Look out for him.

#### Hatters Win Injunction Fight

The striking hatters won a decisive victory over the arrogant, unscrupulous bosses yesterday afternoon, when the application of the Samuel Mundheim Company for an injunction against the United Hatters of North America was denied in the United States Circuit Court at Trenton.

The hearing really resulted in a dismissal of the injunction proceedings, for Judge Cross and his colleague, Judge Lanning, who sat with him throughout the session, not only denied the application, but suggested that a demurrer to dismiss the company's bill be filed by counsel for the strik-

ers. If counsel for the hatters will do this he said that he would give the matter an early hearing, fixing April 12 as argument on the demurrer.

The court gave as one of the reasons for refusing to grant the preliminary injunction that there was nothing to show that the officials taking the affidavits attached to the bill had any right to do so. A lengthy argument on the question followed and the court gave the complainants until next Friday to amend their bill. Two new and vital questions were raised by the complainant in the suit. The first, that the union labels placed in the union-made hats are in violation of the Sherman anti-trust law and in restraint of trade; second, that the rules of the union impose such penalties and fines on members who refuse to abide by strike orders that they constitute intimidation and are therefore illegal.—*New York Call.*

#### Economic Aspects of the Tramp Problem

The tramp question has been for fifty years an apparently unsolvable one in America. It need hardly be said that the administration of law has not been able to cope with it. Workhouses, jails, and prisons have not diminished the number of tramps. Charitable societies long ago gave up in despair all idea of attempting to settle the question either by the ordinary or extraordinary methods of charity. To the railroads the tramp problem has been an ever-present and a very serious one. It is estimated that the railroad corporations of the United States suffer an annual loss of \$25,000,000 by reason of the depredations, intentional or unintentional, of the army of tramps. This, at any rate, was the estimate made by Major Pangborn, representing President Murray, of the Baltimore & Ohio Railroad, at the national conference of Charities and Corrections at Minneapolis in June, 1907.

This \$25,000,000 yearly loss represents property destroyed or taken in one form or another. The losses are continuous from explosions or flames due to careless lighting of fires by tramps. Robberies, obstruction of tracks, interference with signals, stopping of trains, injuring and frequent killing of employes, and wrecks which entail large immediate loss and heavy suits for damages—these are some of the disastrous results of the doings of tramps. The immense number of tramps trespassing upon railroads, and the fatalities which overtake many of them, be judged from the fact that in a period of five years recently 23,964 trespassers were killed and 25,236 injured while stealing rides on railroads. Most of them were tramps.—From "Colonizing the Tramp," by Gustavus Myers, in the *American Review of Reviews* for March.

The following Division cards have been lost or stolen; if presented, please take up and forward to this office:

CARD NO.	WRITTEN FOR	DIV.
4552.....	H. M. Grover.....	7
4576.....	J. J. Donovan.....	7
7602.....	H. M. Webster.....	7
11500.....	R. J. Taylor.....	19
8001.....	P. D. Taylor.....	59
1803.....	J. C. Drum.....	85
19303.....	J. W. Massey.....	131
17997.....	C. H. Heitz.....	165
1643.....	I. W. Seibet.....	173
18041.....	E. T. Cooper.....	175
9285.....	Jos. Connolly.....	178
9276.....	W. C. DeMeis.....	178
15525.....	J. R. Gardner.....	185
3747.....	F. S. Pugh.....	186
7626.....	S. A. Johnson.....	186
13946.....	A. J. Hauppert.....	192
13947.....	J. H. Corbett.....	192
13945.....	D. F. Morris.....	192
14127.....	E. N. Wood.....	196
1964.....	B. Merwin.....	209
12793.....	A. B. Dance.....	224
10391.....	E. R. Duncan.....	285
6883.....	J. Hardman.....	285
17720.....	J. T. Evans.....	304
11893.....	F. A. Griffin.....	330
15241.....	F. H. Ives.....	330
13531.....	A. J. McFadden.....	361
14565.....	F. A. Merrill.....	364
17288.....	F. C. Mitchell.....	364
19210.....	Eugene Parvin.....	365
14911.....	A. L. Mourse.....	334
3802.....	R. A. Barr.....	439
9759.....	Harry Johnson.....	480

#### Father Knows

A gentleman was one day opening a box of goods. His little son was standing near, and as his father took the packages from the box he laid them upon the arm of the boy.

A young friend and playmate of the merchant's son was standing by, looking on. As parcel after parcel was laid upon the arm of the boy, his friend began to fear his load was becoming too heavy, and said: "Johnny, don't you think you've got as much as you can bear?"

"Never mind," answered Johnny, in a happy tone, "father knows how much I can carry."

Brave, trusting little fellow! He did not grow restless or impatient under the burden. There was no danger, he felt, that his father would lay too heavy a load on him. His father knew his strength, or rather the weakness of that little arm, and would not overload it. More than all, his father loved him and would not harm him.

It is such a spirit of loving trust in him that God desires all his children to possess.

—*Sunday School Advocate.*

#### Marian Harland and Dame Curtsey

No name is better known to the housewives of America than that of Marion Harland. For more than half a century she has been devoted to the work that has made her name a household word in thousands of homes, and now at 75 she is as bright and active as most women of half her age. It has often been a matter of speculation to those who have followed her department, "School for Housewives," in the woman's section of The Chicago Sunday Record-Herald if Mrs. Harland really gives personal attention to all the letters which must come to her. Huge as the task may seem, it may be said that every one of these letters requiring the opinion of an expert upon household topics goes directly to Mrs. Harland and is answered by her. Mrs. Harland's knowledge of house-keeping is practical and not theoretical.

The cry of the hostess for something new has been met by The Sunday Record-Herald.

#### Cigarets to Blame

Dr. David Paulson, president of the National Anti-Cigaret League, says that the rapid increase of insanity in this country is due to the number of cigarettes smoked by young boys.

The senate's interstate commerce committee, of which Senator Elkins of West Virginia is chairman, has reported to the senate the reasons for turning down the bill of Senator Fulton of Oregon to amend the rate bill so as to give the interstate commerce commission power to prevent the increase of rates, when a protest was made, until it had investigated and authorized the advance.

The committee declares that the country is now demanding repose in its industrial upbuilding; that it is not a time to experiment. "Besides being untimely, the Fulton amendment interferes with existing law. The report says:

"On the right of the responsible managers of the transportation interests of the country to fix the rates for transportation, as upon its revenue must rest the efficiency of its service to the public and the value of its property to its holders, subject only to the wise limitations which prohibit the exercise of these property rights to the injury of the public. This policy, we believe, has been approved by the country.

"The conferring upon the commission the power to suspend a rate advanced would ultimately turn over to that administrative body the function of initiating the rates of the entire country. It would offer a premium to every shipper to enter a protest to the advance of rates, whether they were reasonable or unreasonable."—*Railway Record.*

### Labor in Switzerland

The total number of working people in Switzerland is 690,191, of whom eighteen per cent. belong to organized workmen's unions, according to a report made to the bureau of manufactures by Consul Francis B. Keene of Geneva. His report shows, however, that in some lines a considerable portion of the employees are organized. Of those employed on the railways, seventy-five per cent. belong to unions, of those in the post and custom service, fifty-seven per cent., of tramway workers fifty-three per cent., and of painters and plasterers forty-three per cent. Of bricklayers, however, only a little over eight per cent. are organized, and of textile workers only six per cent.

### The Names of States

A MAJORITY OF THEM WERE HANDED DOWN FROM THE INDIANS.

Do you know why your state was so named? Do you know that the majority of the states of the Union were named after the Indians? It is so. See the list:

Ohio is Indian and means "beautiful," Massachusetts, "about great hills;" Utah, "mountain home;" Texas, from the Indian word "teaches," which means "friends." Kansas gets its name from the Indians, and the words mean "smoky waters." The word Wyoming comes from the Indian and means "broad valleys;" Nebraska, "black water;" Missouri, "muddy water;" Iowa, "across;" Wisconsin, "rushing waters;" Illinois, from "Illini," which means "tribe of men;" Kentucky, meaning "at head of river;" Oregon, from War-e-gan, "beautiful water;" Arizona means "uncertain," because of the desert land where the Indians found game scarce; therefore a journey through that portion of the country was uncertain. New Mexico was named after Mexico proper, and the word comes from "Mexiti" of the ancient Aztecs and signifies "god of war."

The Indians call great lakes "seas," and "seas" in Indian is "Michigan."

Mississippi is named after the river which is so called by the red man because of its greatness in width and length. The word means "father of waters."

The two Dakotas were so named after the Dakota Indians, which at one time embraced an immense tribe, all the branches of the Sioux.

There are states which do not owe their names to the Indians. California is named after an imaginary island of Spanish romance; Nevada means "snowy;" Colorado is so named because of the red granite and sandstone rocks which are everywhere in the mountain regions. Florida means "flowers."—*Tobacco Worker*.

### The Ordinary Lion and the "Man Eater"

There is a distinction in Africa between ordinary lions and "man-eaters." The ordinary lion does not wilfully attack man. The presence of lions roaming at night on the veldt is not disturbing to any native nor to whites who have come to understand the beast. Persons returning to their camps after nightfall do not notice the roaring of lions, or the cries of leopards and hyenas. It is seldom that people bent upon domestic errands carry weapons in the darkness, although at night the veldt of British East Africa is alive with roaming beasts, which may be heard from the verandas of the houses. Lions give the passing man a wide berth, day or night, when it is apparent that he means no mischief. An ordinary lion, even when wounded, will try flight before fight. When its escape is disputed, it will, especially if wounded, try to maul its enemy with teeth and claws. A lion hunt is usually a chase in which the hunters goad the game into combat. Once a lion has tasted human blood, however, it is no more afraid of man, but learns that he is the weakest of animals and the choicest of meat. Such a lion is known as a man-eater because now he hunts man.—*McClure's Magazine*.

### The Greatest Influence in My Life

"The influences that affect one's life may be innumerable," writes General Nelson A. Miles in the March Circle magazine, "the lights and shadows along the pathway of life affect us for the moment and leave their lasting impressions upon the memory. The lights inspire and elevate; the shadows alarm, restrain and protect us. In the same way our presence and influence affect the lives of others either for good or evil. Far superior and transcending all other influences has been the beneficent presence of those true and pure spirits who have accompanied me on this journey of life."

"A father who was the soul of honor, whose integrity was as sacred as life, and who was one of the truest patriots I have ever known. He had the courage of his convictions, frank and manly in expressing his opinions and judgment of men and affairs; as brave as a lion yet as kind hearted and tender as a child. He loathed a hypocrite. Intrigue and deception were foreign to his nature. His ideas of truth and duty were inspiring and ennobling. A sainted mother whose blessed influence from the time she first taught me to lisp a prayer was the true light and guide of my life. The tenderest affection, the gentlest admonition, the deepest love, the sweet melody of her sacred music touched and forever impressed the better chords of heart and soul, and their influence was ever present as a true inspiration and cherished memory."

"The splendid influence of a noble

brother who was the highest type of American character and citizenship; also the refining influence of two devoted sisters who were the light and joy of a happy home.

"Last, but not least, and embodying all the good influences of those above mentioned, was the companion of my life, who made life with all its struggles, its conflicts, its adventures, and achievements as far as possible a romance and a success. To these influences I would attribute whatever there is of my life that is commendable and satisfactory."

Women are more prone than men to display to the world their heart secrets—or at least to pretend to do so. That's why in the last few years the book-buying public has been afflicted with such a stream of "Confessions," "Diaries," and *Journals Intimes*—all alike nauseatingly gushy or monotonously tiresome.

Mabel Herbert Urner's "Journal of a Neglected Wife" is different; so different. The others were written to sell, and their artificiality of sentiment is patent in every line; this "Journal" is real, bitingly, convincingly genuine, so much so that there are passages poignant that the mere reading hurts. There is no appeal to passion, no striving for effect in the mute entries of this diary; it tells only the simple things of a quiet life, everyday things; but they're true to life—that's the secret—they're true! Published by B. W. Dodge & Co., New York. Price \$1.10.

#### Importance of the Panama Railroad

Six years of conservative effort, the spending of eight millions of dollars and the wasting, or sacrificing of thousands of lives, resulted in the completion of this forty-eight mile road. Those who have not spent a day under a tropical sun; those who have never devoted an hour to endeavoring to induce the native to make a little more speed; and those who have not been through the miasmatic tropical jungle that even today surrounds the railroad, little appreciate the courage displayed in forcing the completion of this enterprise. In so far as possible in their day, these men made real the dream of the centuries; thus they had prepared the pathway for the Twentieth Century's Isthmian Waterway.

The completion of the Isthmian Railroad made it an immediate factor in international politics. We are safe in saying that before the surveys were made for the project, the diplomatic forces saw the international aspects of either a rail or a water route over the Isthmus. During the earlier part of the century, the United States by formal treaty obligated itself to maintain the freedom of transit over the Isthmus. There was manifestly no escape from that

obligation. Having invoked the terms of the Monroe Doctrine to prevent European troops from landing on American soil even for the purpose of protecting their own commerce, the United States was compelled to take the next natural step; that of assuring the freedom of transportation which she prevented other nations from preserving.—*Ernest Cawcroft, in the Book-keeper for March.*

#### Labor Needs Faith in Itself

Labor unions in the years ago have made many mistakes, and you will find that no people are more ready to acknowledge those mistakes than the members of these same unions. Because we have made mistakes in the past we have every reason not to make those same mistakes in the future, and I believe they will not be made. Labor needs more abiding faith in itself and in the people with whom it deals. Until it has this faith it will be able to accomplish nothing which makes for the progression of its cause. We must trust each other and trust the people all over the world to help us in our righteous cause. If the people once realize that we have faith in them they will come to our aid and we will win in the end. When this great problem is solved it will be solved by the wage earners, and it is for us, the adherents of unionism, to bring about a closer relation among the wage earners of the world.—*President Huber, Brotherhood of Carpenters.*

#### The Pursuit of Happiness in the Theatre

The truth must be self-evident that theatre-goers are endowed with a certain inalienable right,—namely, the pursuit of happiness. The pursuit of happiness is the most important thing in the world, because it is nothing less than an endeavor to understand and to appreciate the true, the beautiful and the good. Happiness comes of loving things which are worthy; a man is happy in proportion to the number of things which he has learned to love; and he, of all men, is most happy who loveth best all things both great and small. For happiness is the feeling of harmony between a man and his surroundings, the sense of being at home in the universe and brotherly toward all earthly things that are. The pursuit of happiness is simply a continual endeavor to discover new things that are worthy, to the end that they may waken love within us and thereby lure us loftier toward an ultimate absolute awareness of truth and beauty. It is in this simple, sane pursuit that people go to the theatre. The important thing about the public is that it has a large and longing heart. The heart demands that sympathy be awakened in it,

and will not be satisfied with merely intellectual discussion of unsympathetic things. It is therefore the duty, as well as the privilege, of the dramatist to set before the public incidents which may awaken sympathy and characters which may be loved. He is the most important artist in the theatre who gives the public most to care about. This is the reason why Joseph Jefferson's Rip Van Winkle must be rated as the greatest creation of the American stage. The play was shabby as a work of art, and there was nothing even in the character to think about; but every performance of the part left thousands happier, because their lives had been enriched with a new memory that made their hearts grow warm with sympathy and large with love.—*Clayton Hamilton in the March Forum.*

### Health Talk

The distinguished educator, Mr. C. Hanford Henderson, places gymnastic training first in the new order of education. Because "good health and abounding vitality are the foundation of all excellence." And because it has the still larger educational purpose, to add to the body beauty, grace, and usableness; to make it an admirable tool for the admirable purpose of heart and mind.

While we must sometimes work—and work hard—for correction of bad physical tendencies, both acquired and inherited, we must never lose sight of the higher mission of bodily education, "good health," "abounding vitality," "usableness," "the admirable tool for the admirable purpose."

Women especially are inclined to think that health is preserved by care. The only way to strengthen the body is by use. A certain amount of physical strength is necessary to experience the joy of living, as well as to endure the hardships and the strain of life. This is the philosophy that will control all our efforts for physical betterment.

And now one simple, homely exercise, for strength, beauty and usableness:

Stretch and yawn; not a suppressed yawn, but a great big natural yawn. Stretch as a cat stretches. Sitting in a straight chair or lying flat on the back, gradually energize the whole body, stretching to the top of the head, to the end of the toes, and to the finger tips, at the same time opening the mouth wide, drawing in a great big long breath, filling the lungs full, getting a splendid sense of freedom; then relax and feel the perfect rest of letting go.

Repeat several times. And then repeat at least once each day of life hereafter. We can stretch and yawn away more small troubles in a minute than we can argue out of mind in a week.—*La Follette's.*

The strength of a labor union is measured by the loyalty and courage of the average member. Look into your own heart, comrade; if you are all right you need not doubt your brothers.—*Buffalo Republic.*

### Railway Train Lighting

The results of an investigation of the methods of railway train lighting made by Edward Wray, Janesville, Wis., who graduated from the college of engineering at the University of Wisconsin, has just been published as a bulletin in the engineering series issued by that institution. Mr. Wray discusses the relative merits of such methods of electric lighting as storage batteries, steam-driven generators in the baggage car, and axle generators on individual cars.

### Largest Pension in United States

The largest pension known, military or industrial, will be drawn by Captain John P. Green, who has been succeeded by W. W. Atterbury as first vice president of the Pennsylvania Railroad. Captain Green will draw this pension when he retires next July, at the age of seventy years, under precisely the same system that retires and pensions a track hand.

The pensioning system of the Pennsylvania Railroad is considered a model by experts on industrial pensions, which are a development of the last fifteen years. Under it each employe, no matter what his position or mental and physical powers, must retire at the age of seventy. It is said that the late President A. J. Cassatt of the Pennsylvania Railroad, was looking eagerly forward to the day of his release from the harness when he died at the age of sixty-seven.—*Philadelphia Press.*

### Labor's Weapons

Slowly, but surely, the world is beginning to understand the labor movement, and with that understanding comes each day a larger measure of co-operation and sympathy from the other classes.

But there are still those who cannot or will not see the workman's movement as it is intended by him to be, therefore he is periodically denounced.

He is a striker, they say. So he is, but not until he has been arrogantly told that there is nothing to arbitrate.

He boycotts. Yes, but he learned the use of that weapon from the cruel blacklist—the blacklist that made him an industrial outcast, that denied him the right to be the bread winner and sent him away from his home with the wail of his child and the sobs of his wife breaking his heart.

The striker is but a rebel. The rebel has been the torch bearer of civilization since man realized he had a soul.—*Atlanta Constitution.*

COPY OF FIRST TIME TABLE  
of the Cumberland Valley Railroad, Printed at Repository  
Office, Chambersburg, 1838


# *Cumberland Valley Rail Road.*

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ON THE FIRST DAY OF FEBRUARY NEXT,  
the regular train of **PASSENGER CARS** will  
commence running daily as follows:

*Leave Chambersburg at Four o'clock* in the  
morning, arrive at Harrisburg at 8—at Lancaster at  
12—and at Philadelphia before 6 P. M.

*Returning* it will leave Harrisburg as soon as  
the Cars from Philadelphia arrive, *about five*  
o'clock in the evening, and arrive at Chambers-  
burg at ten P. M.

 It is expected that this Train will in a short  
time leave Philadelphia *at six* instead of *eight*  
o'clock in the morning, and then arrive at Cham-  
bersburg *before dark* of the same day.

There will also be a daily line of **FREIGHT  
CARS** from Chambersburg to Harrisburg and  
back, which will carry produce & Merchandise to  
and from those places in the most safe, cheap and  
expeditious way.

**T. G. M'Culloh,**  
Pres't Cumb. V. R. R. Co.

25th January, 1838.

# Mortuary Record

ATKINSON—Brother W. K. Atkinson, Division 135, Nashville, Tenn.

BLEVINS—Brother F. W. Blevins, Division 239, Ashland, Ky.

BRAYMER—Brother M. L. Braymer, Division 443, Du Bois, Pa.

BRIDGHAM—Brother H. Bridgham, Division 222, Chillicothe, Ill.

BARNES—Brother F. H. Barnes, Division 36, Pueblo, Colo.

BUFORD—Brother J. B. Buford, Division 221, Spencer, N. C.

BARNARD—Brother C. E. Barnard, Division 32, Meadville, Pa.

DEVINING—Brother J. Devining, Division 320, Dayton, Ohio.

DOWD—Brother J. E. Dowd, Division 54, New York City.

FIELDING—Brother C. M. Fielding, Division 115, San Francisco, Cal.

FITZGERALD—Brother J. J. Fitzgerald, Division 91, Portland, Ore.

GRAHAM—Brother R. H. Graham, Division 503, Los Angeles, Cal.

GLEASON—Brother T. A. Gleason, Division 125, Peru, Ind.

GOSSUP—Brother J. A. Gossup, Division 180, Atlanta, Ga.

HOAGLAND—Brother C. M. Hoagland, Division 170, Camden, N. J.

HOUGH—Brother G. R. Hough, Division 206, Springfield, Ill.

HEACOX—Brother H. Heacox, Division 172, Altoona, Pa.

HUFFMAN—Brother J. B. Huffman, Division 30, Springfield, Mo.

HALEY—Brother J. D. Haley, Division 176, Corning, N. Y.

HAMILTON—Brother G. L. Hamilton, Division 195, Sacramento, Cal.

HILL—Brother G. C. Hill, Division 369, Parkersburg, W. Va.

HOLBOURNE—Brother R. Holbourne, Division 89, Louisville, Ky.

KEES—Brother F. W. Kees, Division 113, Chicago, Ill.

LAVERY—Brother J. Lavery, Division 242, North Bay, Ont.

LISCOM—Brother W. A. Liscom, Division 106, Rock Island, Ill.

LEACH—Brother H. Leach, Division 48, Detroit, Mich.

MARTIN—Brother C. A. Martin, Division 2, Buffalo, N. Y.

MOORE—Brother R. L. Moore, Division 32, Meadville, Pa.

MURRAY—Brother W. M. Murray, Division 201, McKees Rocks, Pa.

MELIN—Brother V. O. Melin, Division 295, Lorain, Ohio.

MCCORMICK—Brother H. McCormick, Division 321, Springfield, Mo.

PURCELL—Brother E. Purcell, Division 100, Columbus, Ohio.

PHILLIPS—Brother J. D. Phillips, Division 224, Wilmington, Del.

PERKS—Brother E. D. Perks, Division 172, Altoona, Pa.

PHELPS—Brother E. D. Phelps, Division 26, Toledo, Ohio.

RICHARDS—Brother R. D. Richards, Division 110, Logansport, Ind.

SEIGFRIED—Brother H. J. Seigfried, Division 153, Mauch Chunk, Pa.

ST. CYR—Brother T. St. Cyr, Division 405, Proctor, Minn.

SMITH—Brother G. W. Smith, Division 103, Indianapolis, Ind.

SMITH—Brother J. F. Smith, Division 500, New London, Conn.

SMITH—Brother H. T. Smith, Division 123, Macon, Ga.

STEWART—Brother A. A. Stewart, Division 153, Mauch Chunk, Pa.

STAMBAUGH—Brother A. J. Stambaugh, Division 226, Galeton, Pa.

SIMPSON—Brother B. Simpson, Division 270, Youngstown, Ohio.

TURNER—Brother O. K. Turner, Division 232, Sioux City, Ia.

THOMAS—Brother F. Thomas, Division 99, Montevideo, Minn.

TOBIN—Brother R. J. Tobin, Division 56, Albany, N. Y.

WOLF—Brother J. A. Wolf, Division 304, Canton, Miss.

WHEELER—Brother E. S. Wheeler, Division 9, Elmira, N. Y.

ANDERSON—Father of Brother J. W. Anderson, Division 79, Peoria, Ill.

ADAMS—Wife of Brother E. J. Adams, Division 14, Cleveland, Ohio.

BRADBURY—Father of Brother G. E. Bradbury, Division 375, Canon City, Col.

CULLEN—Wife of Brother C. Cullen, Division 418, Princeton, Ind.

CINCLAIR—Wife of Brother D. S. Cinclair, Division 99, Montevideo, Minn.

PENFOLD—Father of Brother W. H. Penfold, Division 44, Denver, Col.

STRAWN—Father of Brother W. K. Strawn, Division 40, St. Paul, Minn.

STEVENSON—Father of Brother H. A. Stevenson, Division 112, Centralia, Ill.

THURSTON—Wife of Brother H. Thurston, Division 96, Aurora, Ill.

YOUNG—Mother of Brother R. H. Young, Division 106, Rock Island, Ill.

# THE RAILWAY CONDUCTOR

## General Information Relative to Mutual Benefit Dept.

Assessment No. 499 is for death of J. J. Christy, March 25, 1909. See Article 13, Laws Governing Mutual Benefit Department.

### BENEFITS PAID FROM FEBRUARY 1 TO FEBRUARY 28, 1909.

BEN. NO.	NAME	DIV.	CERT. NO.	SERIES	AMOUNT	FOR	CAUSE
5257	D. F. Ryan	45	16619	B	\$ 2000	Death	Typhoid Fever
5258	W. H. Bailey	40	9619	B	2000	Death	Heart Failure
5259	F. R. Parks	132	4804	A	1000	Death	Bright's Disease
5260	W. H. Wilson	14	3660	B	2000	Death	Heart Disease
5261	H. E. Bugbee	196	2451	C	3000	Death	Consumption
5262	W. L. Harrison	231	7600	B	2000	Death	R. R. Accident
5263	J. W. Brookes	383	3882	C	3000	Death	Dysentery
5264	B. B. Smith	57	3899	A	1000	Death	La Grippe and Pneumonia
5265	L. T. Brannon	241	32	E	5000	Dis.	Loss of foot
5266	A. Himebaugh	4	5482	A	1000	Death	Diabetic Gangrene
5267	R. B. Swartout	176	296	C	3000	Death	R. R. Accident
5268	W. T. Gove	47	3826	B	2000	Death	Typhoid Fever
5269	Paul Cavanaugh	307	9321	A	1000	Death	Pneumonia
5270	W. E. Hosmer	232	520	A	1000	Death	Hemorrhage from bowels
5271	Frank O'Neil	1	2799	C	3000	Death	Apoplexy
5272	Thos. Palmer	162	5096	C	3000	Death	Locomotor Ataxia
5273	T. J. Joiner	218	5606	B	2000	Death	Arterio Sclerosis
5274	John Hamilton	138	7855	B	2000	Death	Tuberculosis
5275	R. J. Martin	364	8230	B	2000	Death	Pneumonia
5276	O. L. Shober	119	7570	B	2000	Death	Pneumonia
5277	J. T. Brown	119	2703	C	3000	Death	Pneumonia
5278	J. J. Everhart	301	3266	B	2000	Death	Cerebral Hemorrhage
5279	H. B. Robertson	419	8976	B	2000	Death	Liver Abscess
5280	T. H. Dudley	367	7326	C	3000	Death	R. R. Accident
5281	J. Dillinger	416	4394	A	1000	Death	R. R. Accident
5282	D. W. Wonders	433	15906	B	2000	Death	R. R. Accident
5283	C. Prichard	351	4283	B	2000	Death	Organic Heart Trouble
5284	B. W. Shutts	194	6784	A	1000	Death	R. R. Accident
5285	Wm. Hannah	254	183	B	2000	Death	Abscess of bowels
5286	F. O. Miller	177	7589	C	3000	Death	Hemorrhage of lungs
5287	C. E. Tucker	251	444	D	4000	Death	Morphine Poisoning

### NUMBER OF MEMBERS ASSESSED.

Series A, 13,338; Series B, 16,933; Series C, 8,175; Series D, 376; Series E, 54. Amount of Assessmen No. 499, \$73,523.00.

### FINANCIAL STATEMENT

Received on Mortuary Assessment to February 28, 1909.....	\$11,298,701.15
Received on Reserve Fund Assessment to February 28, 1909.....	610,554.15
Received on Expense Assessment to February 28, 1909.....	123,155.80
Received on Applications, etc., to February 28, 1909.....	178,457.65
	<b>\$12,210,868.75</b>
Total Amount of Benefits paid to February 28, 1909.....	\$10,798,567.00
Total Amount of Expenses paid to February 28, 1909.....	291,477.55
To the Credit of Mortuary Fund, February 28, 1909.....	500,134.15
To the Credit of Reserve Fund, February 28, 1909.....	610,554.15
To the Credit of Expense Fund, February 28, 1909.....	10,135.90
	<b>\$12,210,868.75</b>

### EXPENSES PAID DURING FEBRUARY.

Sundry Expense, \$92.66; Postage, \$451.00; Stationery and Printing, \$56.00; Salary, \$894.75; Fees returned, \$26.00; Rent, \$500.00.

W. J. MAXWELL, Secy.

### Location and Number of Divisions by States and Provinces.

[illegible]

# Order of Railway Conductors--Directory

## OFFICERS OF THE GRAND DIVISION.

A. B. GARRETTSON, President	Cedar Rapids, Iowa.
L. E. SHEPPARD, First Vice-President	Cedar Rapids, Iowa.
W. J. MAXWELL, Grand Secretary and Treasurer	Cedar Rapids, Iowa.
E. P. CURTIS, Second Vice-President	Smithville, Texas.
W. M. CLARK, Third Vice-President, 1152 E. 59th street	Chicago, Illinois.
S. N. BERRY, Vice-President for Canada, 53 Beatrice street	Toronto, Ontario.
FELIX J. WRIGHT, Grand Inside Sentinel, 1065 Rayburn street	Memphis, Tenn.
O. L. ROLFE, Grand Outside Sentinel	Torreon, Coah, Mexico.

## TRUSTEES.

J. D. CONDIT, Chairman, 419 Sixth street, south, Minneapolis, Minn.	Washington, D. C.
J. E. ARCHER, The Plymouth, 1236 11th St. N. W.,	C. D. BAKER, 23 Benedict street, Somerville, Mass.

## INSURANCE COMMITTEE.

WM. J. DUBBIN, Chairman, 3326 Cedar street, Milwaukee, Wis.	C. E. WHITNEY, 916 S. Vermont St., Sedalia, Mo
W. H. INGRAM, St. Thomas, Ont.	

C. Chief Conductor. S. Secretary. Names in *italic type* are Cipher Correspondents.  
Postoffice address of Division officers is same as location of Division, unless otherwise noted.

1—CHICAGO, Chicago, Ill., 1st & 3d Sun., 2 p. m., Commandery hall, 18th floor Masonic Temple. C. A. Pinney, 7245 Jackson av...C Chas. H. Warren, 6230 Ellis ave., phone, Midway 2588...S	11—NEWTON, Newton, Kans., 1st & 3d Sun., 2 p. m., K. P. hall, corner 5th & Main. E. H. Kitching, 401 E. 2d st...C J. McCabe, 616 E. 4th st...S	22—MASON CITY, Sanborn, Ia., 1st Sun., 10:30 a. m., 3d Sun., 2 p. m., I. O. O. F. hall Geo. N. McCulloch...C J. L. Sullivan, box 28...S
2—BUFFALO, Buffalo, N. Y., 1st, 3d, & 4th Sun., 2 p. m., A. O. U. W. hall. O. D. France, 62 Glenwood...C A. Keating, 458 S. Division st...S	12—LACKAWANNA, Scranton, Pa., 2d & 4th Sun., 2:15 p. m., German Odd Fellows' hall. Daniel Howley, 320 R. R. ave...C Geo. Frounfelter, 1137 Rock st...S	23—SYLVANIA, Tamaqua, Pa., 1st & 3d Sun., 2 p. m., I. O. O. F. hall. W. E. Houser, 119 Pine st...C R. J. Kaniner, 155 Orwigsburg st. ....S
3—ST. LOUIS, St. Louis, Mo., 2d & 4th Sun., 1:30 p. m., Park & Jefferson aves. E. E. Williams, Kirkwood, Mo.C Jno. J. Murphy, Webster Groves, Mo. ....S	13—UNION, St. Thomas, Ont., 2d & 4th Sun., 2 p. m., B. of L. F. hall, Talbot st. Pat Handley, 29 Alma st....C John MacKenzie, 50 Gladstone.S	24—ST. ALBANS, St. Albans, Vt., 1st & 3d Sun., 2:30 p. m., Morten's hall, Main st. James O'Heare, High st.....C H. N. Lampman, 5 Cedar st...S
4—MARSHALL, Oskaloosa, Ia., 1st & 3d Mon., 7:30 p. m., Foresters' hall. Geo. W. Russell, 523 N. B st..C J. W. Shreve, 631 N. C st....S	14—CLEVELAND, Cleveland, O., 2d & 4th Sun., 2 p. m., Pythian Temple, Huron Road. W. C. Aldrich, 2924 E 72d st..C J. H. Archer, 5228 Lake Shore Blvd., Collinwood, O.....S	25—MAPLE CITY, Ogdensburg, N. Y., 1st & 3d Sun., 2 p. m., Maccabee hall. E. A. Prichard, 103 Montgomery st. ....C Jas. Baldwin, 91 Knox st.....S
5—COLLINS, Baltimore, Md., 1st & 3d Sun., 2 p. m., Sun-noburg hall. Theo. Shafer, 723 Canton st..C F. F. Hoffmeier, 1722 Wilkens.S	15—STRATFORD, Stratford, Ont., 2d & 4th Sun., 2:30 p. m., Societies hall. M. D. Hushin, 137 Nile st....C R. T. Buchanan, 37 Milton st.S	26—TOLEDO, Toledo, Ohio, 2d & 4th Sun., 2 p. m., Pythian Castle, Jefferson & Ontario. A. B. Jones, 1672 Western ave.C H. C. Hatcher, 510 Cherry st.S
6—BATTLE CREEK, Battle Creek, Mich., every Wed., 2 p. m., K. O. T. M. hall. A. E. Shepard, 29 N. Union st.C M. H. Chadwick, 91 S Monroe.S	16—LONDON, London, Ont. 1st & 3d Sun., 2 p. m., K. P. hall. B. W. Bennett, 386 York St...C H. J. Heath, Hyde Park, Ont..S	27—ARNUM, Hamilton, Ont., 1st & 3d Sun., 2:30 p. m., A. O. U. W. hall. Jas. McMahon, 198 Gibson ave.C A. Cameron, 297 York st....S J. E. Oldfield, 150 Catherine st.
7—HOUSTON, Houston, Texas, every Mon., 2 p. m., K. of P. hall, 113½ Main st. Thos. D. McDonald, 2802 Ave. H., Galveston, Tex.....C R. E. Lee Jenkins, 1019 Texas..S	17—TORONTO, Toronto, Ont., 1st & 3d Sun., 2:30 p. m., Occident hall, Queen & Bathurst. John Buller, 7 Classic ave....C G. A. Riley, 896 College st....S Wm. J. Gray, 95 Kenilworth	28—CARVER, Atchison, Kans., 2d & 4th Sun., 2:30 p. m., Masonic hall, 6th & Commercial James J. Kelly, 1101 N. 5th.C H. P. Ming, 428 S. 4th st....S
8—ROCHESTER, Rochester, N. Y., 1st & 3d Sun. 3 p. m., Reynolds' Arcade hall. F. T. Everett, 24 Arlington st..C J. O. Spelman, 83 Clifton st...S	18—MAGNOLIA, Temple, Tex., every Mon., 3 p. m., O. R. C. hall. R. E. Kilpatrick, 114 N. 7th..C H. W. Smith, 515 N. 1st st....S	29—RANDOLPH, Ottawa, Ont., 2d & 4th Sun., 2 p. m., Victoria hall, Albert st. W. Brown, 31 Florence st..C J. B. Morris, 305 Bronson ave..S
9—ELMIRA, Elmira, N. Y., 2d & 4th Sun. 3 p. m., I. O. O. F. Temple. Thos. Lynch, 357½ W. Clinton...C G. W. Grantier, 466 South ave.S	19—ELKHART, Elkhart, Ind., 2d & 4th Sun., 2 p. m., McKean hall, 415 S. Main st. W. H. Darling, 401 Vistula st.C P. H. Conboy, 000 S. 3d st....S	30—STAR, Burlington, Iowa, 1st & 3d Sun., 2:15 p. m., W. O. W. hall, Washington & 4th st. J. P. O'Keefe, 1003 Summer..C R. W. Robinson, 126 Marietta.S
10—SOUTHERN TIER, Sayre, Pa., 1st & 3d Sun., 7:30 p. m., Trainmen's hall. F. D. Gillen, 446 E. Chemung st., Waverly, N. Y.....C M. O'Brien, 125 Park Place, Waverly, N. Y.....S	20—GARFIELD, Collinwood, O., 1st & 3d Sun., 2 p. m., K. P. hall. J. H. Berger, 923 Manning....C R. W. Pierce, 899 Manning....S	31—KEYSTONE, Meadville, Pa., every Sun., 3 p. m., I. O. O. F. temple, Center st. D. B. Coyle, 1219 Park ave...C W. B. Greene, 111 Pine st....S
	21—CRESTON, Creston, Ia., 2d & 4th Sun., 2 p. m., Potter Post hall. W. H. Longstreet, 301 S. Birch st. ....C J. T. Reynolds, 213 Adams st..S	

33—CLINTON, Clinton, Iowa, 1st & 3d Mon., 2 p. m., K. P. hall.  
Thos. Gavin, 103 N. 3d st....C  
N. J. Oakes, 411 8th ave.....S  
Geo. H. Steele, 317 8th ave.....S

34—BOONE, Boone, Iowa, 2d Mon. & 4th Tues., 1:30 p. m., K. P. hall.  
S. M. Wooster, 12th st.....C  
Jas. H. Driscoll.....S  
J. H. Phillips, 212 Benton st.....S

35—NORTH PLATTE, North Platte, Neb., 2d & 4th Mon., 2 p. m., K. P. hall.  
S. C. McComber.....C  
E. G. Weston, 703 E. 4th st....S

36—ARKANSAS VALLEY, Pueblo, Colo., every Sun. 2 p. m., Amherst bldg., 2d & Main st.  
C. A. Black, 302 Center st....C  
W. P. Hastings, care Crews-Beggs D. G. Co.....S

37—DELAWARE, Phillipsburg, N. J., 1st & 3d Sun., 2 p. m., Ortygia hall, Hanover st.  
William F. Ames, 30 Market...C  
C. Fishbough, 55 Bennett st....S

38—DES MOINES, Des Moines, Iowa, 1st & 3d Sun., 10 a. m., I. O. O. F. hall, 615 Locust st.  
E. G. Potter, 1149 19th st....C  
J. C. Walker, 418 4th st.....S

39—HANNIBAL, Hannibal, Mo., 1st & 3d Sun., 2:30 p. m., K. P. hall, No. 5, Broadway.  
L. G. Minor, 216 4th S. S....C  
J. M. Willett, 219 S. 7th st....S

40—ST. PAUL, St. Paul, Minn., 1st & 3d Sun. 3 p. m., K. of C. hall, 409 Cedar st.  
C. B. Fitzgerald, 734 Laurel...C  
H. A. Baxter, 352 Moore blk...S

41—MAJOR MORRIS, Blue Island, Ill., 2d & 4th Sun., 10 a. m., Masonic hall.  
E. B. Morrill, 7627 Eggleston ave., Chicago, Ill.....C  
E. W. Dee, 7509 Goldsmith ave., Chicago, Ill.....S

42—TRENTON, Trenton, Mo., 1st & 3d Sun., 2 p. m., I. O. O. F. hall, 415 Water st.  
M. W. Williams, 711 Prospect.C  
H. Ginn, 401 Cedar st.....S

43—CENTRAL, E. Syracuse, N. Y., 1st & 3d Sun., 2:30 p. m., 2d & 4th Mon., 8 p. m., B. R. T. hall.  
E. W. Tillotson.....C  
M. E. Sarr.....S

44—DENVER, Denver, Colo., Mon., 2 p. m., Odd Fellows' hall, 1543 Champs st., 3d floor.  
W. S. Ammon, 545 S. Washington st.....C  
F. D. Elliott, 209 Continental bldg.....S

45—CHAPMAN, Oneonta, N. Y., 2d & 4th Sun., 2:30 p. m., Willen Bank, Main st.  
Wm. Murray, 19 Otsego st....C  
F. W. Miller, 17 River st....S

46—MILWAUKEE, Milwaukee, Wis., 1st & 3d Sun., 2 p. m., Odd Fellows' hall, Grand ave.  
J. C. Cummings, 110 18th st...C  
F. J. Vebber, 694 Cramer st...S

47—NORTH STAR, Winnipeg, Man., 2d & 4th Sun., 14 k., Commercial Travelers' hall.  
H. E. Barker, 511 Gertrude...C  
T. F. Glenwright, 692 Langside st.....S

48—DETROIT, Detroit, Mich., 1st & 3d Sun., 2 p. m., Golden hall, 32 Michigan ave.  
Geo. H. Lyon, 153 Willis ave.C  
W. H. McAllister, 191 Farnsworth ave. ....S

49—MOBERLY, Moberly, Mo., 2d & 4th Sun., 2:30 p. m., Rathwell bldg.  
Sam Riley.....C  
E. W. Jarvis.....S

50—HARTFORD, Hartford, Conn., 2d Sun., 2 p. m., K. P. hall, 11 Central Row.  
C. S. Brigham, 10 Belden st...C  
C. H. Curtiss, 255 Main st., Bristol, Conn. ....S

51—TYRONE, Tyrone, Pa., 1st Sat., in April, 2d Wed. in May, and so on in alternate months, G. A. R. hall.  
Harry F. Bell, 1020 Lincoln...C  
Thos. S. Minery, 19 Commercial st., Lock Haven, Pa....S

52—NEVERSINK, Port Jervis, N. Y., 2d & 4th Sun., 1 p. m., K. P. hall, Wickham bldg.  
J. H. Gordon, Matamoras, Pa.C  
Thos. E. Gray, 69 Ball st.....S

53—LONE STAR, Denison, Tex., 2d & 4th Sun., 2 p. m., O. R. C. hall, 221½ Main st.  
L. H. Woodmansee, 422 N. Burnett ave. ....C  
R. T. Arthur, 700 W. Owings...S

54—NEW YORK CITY, New York, N. Y., 1st & 3d Sun., 1:30 p. m., 155 E. 58th st.  
C. D. Cramer, 952 Lafayette ave., Brooklyn, N. Y.....C  
C. F. Heitsman, 609 Van Buren st., Brooklyn, N. Y....S

55—KAW VALLEY, Kansas City, Mo., every Mon., 1st Sat., 2 p. m., Arlington hall.  
E. H. Smith, 3215 Oak st....C  
Geo. W. Rose, 305 Ord st....S

56—S. C. PRIEST, Albany, N. Y., 3d Sun. 2:30 p. m., Pythian hall, 50 State st.  
E. S. Herrick, 46 Clinton ave.C  
M. C. Ekins, 67 N. Pearl st...S

57—EVERGREEN, Fort Worth, Tex., Mon.—Apr. 5 & 26, May 17, June 7 & 28, July 19, Aug. 9 & 30, Sept. 20. Wed.—May 5, July 7, Sept. 29, I. O. O. F. hall, 2 p. m.  
J. A. Starling, 5th & Main sts.C  
M. S. Bogert, 222 Broadway...S

58—VALLEY CITY, Cedar Rapids, Ia., 2d & 4th Sun., 2:30 p. m., Canfield hall, 422 2d ave.  
J. Nauholz, 1507 4th ave.....C  
F. A. Holloway, 1204 4th ave..S

59—ALAMO, Texarkana, Ark., 1st & 3d Tues., 8 p. m., Masonic hall.  
C. H. Moss, 220 W. 13th st...C  
C. R. Johnson, box 85.....S

60—QUEEN CITY, Sedalia, Mo., 1st & 3d Sun., 2 p. m., K. P. hall, 114 E. 5th st.  
H. N. Reid, 506 E. 10th st...C  
J. W. Mallory, 313 Ohio st....S

61—LACROSSE, LaCrosse, Wis., 1st & 3d Sun., 2:30 p. m., K. P. hall, 715 Rose st.  
Jno. Wheldon, 627 S. 5th st...C  
E. A. Sloane, Post Office.....S

62—TRIUMPH, Lyndonville, Vt., 3d Sun. 2 p. m. Cheney's Bk.  
T. B. Flint, St. Johnsbury, Vt.C  
C. L. Hayes, Box 58, Newport, Vt. ....S

63—SAN JUAN, Durango, Colo., 4th Sun., 8 p. m., K. P. hall.  
I. J. Lyons, 833 4th ave.....C  
B. Gogarty, 1115 4th ave.....S

64—ERIE, Erie, Pa., 1st & 3d Sun., 2:30 p. m., B. of L. E. hall, 1220 State st.  
Hugh D. Rooney, 1112 Walnut.C  
Chas. A. Root, 919 E. 21st st..S  
Don Scarry, 461 W. 17th st.

65—CAMPBELL'S LEDGE, Pittston, Pa., 1st & 3d Sun., 2:30 p. m., Booth's hall, S. Main st.  
F. C. Brown, 470 N. Main st...C  
D. W. Howell, 39 Montgomery st., W. Pittston, Pa.....S

66—PINE TREE, Portland, Me., 3d Sun., 2 p. m., Rossini hall.  
D. J. Murphy, 178 Stevens ave.C  
W. Sprague, 810 Congress st..S

67—WATERLOO, Waterloo, Ia., 1st Sun., 2:30 p. m., 3d Sun., 9:30 a. m., Kurth hall.  
G. L. Ward, 55 Franklin st...C  
H. G. Searles, 421 Argyle st..S

68—BARABOO, Baraboo, Wis., 1st & 3d Sun., 2 p. m., B. L. E. hall, 3d st.  
A. E. Cook, 339 5th st.....C  
H. G. Gropp, 304 10th ave....S

69—EL PASO, El Paso, Tex., every Sat., 2 p. m., K. P. hall.  
G. L. Stockwell, Box 972....C  
George H. Aithem, box 455....S

70—MONTEZUMA, East Las Vegas, N. M., every Fri., 9:30 a. m., O. R. C. hall.  
J. Quinn, Box 61.....C  
J. M. Leseney, 924 4th st....S

71—CHATTAHOOCHEE, Columbus, Ga., 1st & 3d Mon., 7:30 p. m., N. E. cor. Brd. & 11th sts.  
Chas. Reichert, 1320 4th ave..C  
C. E. Cole, 1442 4th ave.....S

72—FARGO, Jamestown, N. D., 2d & 4th Sun., 2 p. m., White & Henderson hall.  
John Tracy, 1009 W. Main st.C  
E. J. Knowles, 229 3d ave. S..S

73—ASHTABULA, Ashtabula, O., 1st & 3d Sun., 2:30 p. m., O. R. C. hall, Tyler blk, Main.  
L. M. Robinson, 256 Main st..C  
A. H. Chapin, 5 Fisk st.....S

74—HENWOOD, Decatur, Ill., 1st & 3d Sun., 2:30 p. m., K. P. hall, Water st.  
F. H. Scott, 526 N. Morgan st..C  
J. B. Oldridge, 1253 E. Eldorado st. ....S

75—MT. ROYAL, Montreal, Que., 2d & last Mon., 1:30 p. m., Unity hall, Wellington st.  
H. Gendron, 875 Wellington st.C  
T. Anderson, 50 Charron st...S

76—SAN ANTONIO, San Antonio, Tex., every Sat., 3 p. m., Market & Navarro sts.  
P. C. Wood, Mackay Bldg....C  
W. A. Shafer, box 313.....S

77—PALESTINE, Palestine, Tex., every Sat., 3 p. m., K. P. hall, Main st.  
T. H. Fitts, 306 S. Sycamore st.C  
A. D. Boggs.....S

78—ROBINSON, Savanna, Ill., 2d & 4th Sun., 2:30 p. m., Engineers' hall.  
R. L. Piper.....C  
Carl Schoen.....S

79—PEORIA, Peoria, Ill., 2d & 4th Sun., 10 a. m., Oak hall.  
W. W. Carroll, 115 Frye ave..C  
J. R. Nelson, 317 Morgan st..S

80—WEST FARNHAM, Montreal, P. Q., 1st Sun., 2:30 p. m., 3d Tues., 1:30 p. m., over Merchants Bank of Canada.  
R. Church, 37 Viature st., Montreal annex, Que. ....C  
E. Barnes, Newport, Vt. ....S

81—FRIENDSHIP, Beardstown, Ill., 1st & 3d Sun., 2 p. m., B. R. T. hall.  
A. J. Frasier. ....C  
G. H. Newberry. ....S

82—DURBIN, Madison, Wis., 2d Sun., 2 p. m., Brown blk.  
Thomas Kelley, 1316 Spring st.  
W. H. Smith, 546 W. Dayton..S  
J. M. Usher, 209 S. Broom st.

83—GALESBURG, Galesburg, Ill., 1st Sat. 7:30 p. m., 3d & 5th Sun., 2:30 p. m., Trades Assembly hall, 61 S. Cherry st.  
O. Williams, 146 5th st. ....C  
E. H. Stoner, 868 Monroe st. ....S  
W. H. Bowling, 959 E. Knox st.

84—PERRY, Perry, Iowa, every Tues. 2:30 p. m., Woodman's hall.  
F. S. Craig. ....C  
H. P. Ward. ....S

85—AZTEC, Winslow, Ariz., every Mon., 2 p. m., Elks' hall.  
James Claffy. ....C  
W. A. Ensign. ....S

86—DELTA, Escanaba, Mich., 1st & 3d Sun., 2 p. m., I. O. O. F. hall, 113 N. Charlotte st.  
P. T. Wade, 1301 Wells ave. ....C  
E. H. Gibbs, 617 S. Jennie st. ....S

87—BLOOMINGTON, Bloomington, Ill., every other Sun., 2 p. m., Jacoby hall.  
P. A. Messenger, 1109 N. McLean st. ....C  
P. E. Murray, 806 W. Market..S

88—ENNIS, Ennis, Tex., every Tues., 7:30 p. m., Woodman hall.  
W. E. Shipp, 907 N. Gaines st. ....C  
Cecil Foris, 707 N. Main st. ....S

89—MONON, Louisville, Ky., every Sun., 9:30 a. m., Masonic Temple, 4th & Chestnut.  
T. C. Williams, 924 Walnut st. ....C  
S. M. Lawrence, box 84, Jeffersonville, Ind. R. R. No. 1. ....S

90—WASECA, Waseca, Minn., 1st & 3d Sun., 2 p. m., A. O. U. W. hall.  
E. S. Gunn. ....C  
E. A. Hutchinson, 802 Hill st. ....S

91—MT. HOOD, Portland, Ore., 2d & 4th Sun., 2 p. m., K. P. hall, 11th & Alder sts.  
E. S. Brown, 50½ N. 9th st. ....C  
E. A. Clem, 500 Hawthorne ave. ....S

92—TERRE HAUTE, Terre Haute, Ind., 1st & 3d Sun., 10 a. m., Swope blk., 7th & Ohio.  
W. W. Griffith, 1421 S. 10th st. ....C  
E. L. Kenney, 1503 S. 17th st. ....S

93—FT. DODGE, Ft. Dodge, Ia., 4th Sun., 10 a. m., Red Men's hall, Central ave.  
T. F. Hand, 321 S. 7th st. ....C  
W. D. Holcomb, 1416 Central..S

94—GEO. C. CORNWALL, Winnemucca, Nev., 1st & 3d Tues., 2:30 p. m., Silver State hall.  
R. J. Ewing. ....C  
H. M. Leonard. ....S

95—HARVEY, McCook, Neb., 2d & 4th Wed., 8 p. m., Morris hall.  
S. E. Callen. ....C  
M. O. McClure. ....S  
H. A. Beale.

96—BELKNAP, Aurora, Ill., 1st & 3d Sun. 3 p. m., Charlemagne hall.  
Geo. G. Speir, 270 North ave. ....C  
J. H. James, 519 Pearl st. ....S  
Thos. Flynn, 279 Grant Pl.

97—ROODHOUSE, Roodhouse, Ill., 2d & 4th Sat., 7:30 p. m., Odd Fellows' hall.  
Geo. W. Litter. ....C  
E. S. Nichols, box 348. ....S

98—MONTGOMERY, Montgomery, Ala., alternate Wed., 9:30 a. m., K. P. hall.  
R. L. Butt, 121 Sayre st. ....C  
J. C. Elliott, 325 Catoma st. ....S

99—MONTEVIDEO, Montevideo, Minn., 2d & 4th Sun., 2:30 p. m., Opera House blk.  
George Eastman. ....C  
J. B. Mullen. ....S

100—HOLLINGSWORTH, Columbus, O., 1st & 3d Sun., 1:30 p. m., K. P. hall, Main & 3d.  
C. A. Steele, 235 Marshall ave. ....C  
Wm. Hite, 1237 Summit st. ....S

101—MATTOON, Mattoon, Ill., 1st & 3d Sun., 2 p. m., I. O. O. F. hall.  
W. W. Simpson, 2413 Western.C  
F. S. Thomas, box 274. ....S

102—OATLEY, Grand Rapids, Mich., 2d & 4th Sun., 10 a. m., Majestic Theatre bldg.  
W. A. Hawker, 366 Cass ave. ....C  
Geo. Lane, 535 S. Ionia st. ....S

103—INDIANAPOLIS, Indianapolis, Ind., 1st & 3d Sun., 2 p. m., 135 N. Delaware st.  
Geo. Campbell, 239 N. Arsenal.C  
H. E. Joslin, 19 Parkview ave. ....S

104—MILLARD, Middletown, N. Y., 4th Sun., 2 p. m., Macca-bee hall, 35 North st.  
H. J. Morgan, Summitville, N. Y. ....C  
Wm. Faulkner, 18 Benton ave. ....S

105—R. E. HARRIS, Meridian, Miss., every Sun., 3 p. m., K. P. hall, Rosenbaum bldg.  
J. B. Ramsey, 1513 25th ave. ....C  
D. B. Griffin, 2817 8th st. ....S

106—ROCK ISLAND, Rock Island, Ill., every Mon., 2 p. m., Engineers' hall, 30th & 5th ave.  
A. McLees, 2944 5th ave. ....C  
M. F. Archer, 2849 8th ave. ....S

107—CINCINNATI, Cincinnati, O., 2d & 4th Sun., 9:30 a. m., Richlieu hall, 9th & Plum sts.  
A. E. Hornada, 613 Garfield ave., Middletown, O. ....C  
L. B. Grannen, box 265, Glendale, Ohio. ....S

108—CRESCENT CITY, New Orleans, La., 1st & 3d Mon., 11 a. m., Odd Fellows' hall.  
J. S. Norris, 1124 Marengo st. ....C  
M. A. Smith, 1119 Dante st. ....S

109—CRAWFORD, Galion, O., every Mon., 7 p. m., B. of L. F. & E. hall.  
W. S. Brumbaugh, 103 Livingstone ave, Dayton, O. ....C  
H. E. Zimmerman, 341 S. Un'n.S

110—LOGAN, Logansport, Ind., 2d & 4th Sun., 2 p. m., Ben Hur hall, 4th & Broadway.  
O. P. Shedron, 1201 Miami ave. ....C  
T. D. Hughes, 1419 Market st. ....S

111—LOS ANGELES, Los Angeles, Cal., 1st & 3d Sat., 7:30 p. m., 730 S. Grand Ave.  
Geo. O. Clark, 1612 Georgia Av. ....C  
W. C. Rall, 238a W. 23d st. ....S

112—CENTRALIA, Centralia Ill., 2d & 4th Fri., 8 p. m., Engineers hall.  
F. H. Cogswell, 226 N. Poplar.C  
J. L. Davis, 334 S. Poplar st. ....S

113—BOWER CITY, Chicago, Ill., 2d Tues., 1 p. m., 4th Tues., 9:30 a. m., 167-169 E. Washington st., 3d floor.  
C. W. Cole, Winnetka, Ill. ....C  
Geo. F. Sprague, 2319 N. Hermitage ave. ....S

114—R. B. HAWKINS, Pittsburg, Pa., 1st Sun., 10:30 a. m., 3d Sun., 2 p. m., Wabash Depot hall.  
L. J. Johnson, 401 Hampton ave., Wilkensburg, Pa. ....C  
John Walters, 4 Shetland ave. ....S

115—EL CAPITAN, San Francisco, Cal., 1st & 3d Sun. 12:30 p. m., 2d & 4th Sat. 8 p. m., Brotherhood Teamsters' hall.  
C. A. McIntyre, box 82, Santa Clara, Cal. ....C  
T. Billingslee, 2610 Lombard st. ....S

116—TYLER, Tyler, Tex., 2d & 4th Sun., 1:30 p. m., K. O. T. M. hall.  
W. J. Wright, 414 S. Fannie. ....C  
F. A. Curtis, 500 W. Bow st. ....S

117—MINNEAPOLIS, Minneapolis, Minn., 2d & 4th Sun., 2:30 p. m., 243 Nicollet ave.  
C. R. Langan, 2741 Fremont..C  
J. L. Cook, 1911 E. 25th st. ....S

118—I. I. I. KANKAKEE, Ill., 2d & 4th Sun., 9:30 a. m., K. P. Castle hall, E. ave.  
J. P. Burns, 193 5th ave. ....C  
G. B. Seits, 106 Station st. ....S

119—WAYNE, Ft. Wayne, Ind., 2d & 4th Sun., 1:45 p. m., O. R. C. hall, 916 Calhoun st.  
M. O. Ginty, 2435 Hoagland..C  
T. P. McArdle, 234 E. DeWald.S

120—ATLANTIC, Huntington, Ind., every Sun., 2:30 p. m., 3d floor, First National Bank.  
J. C. Hullinger, 98 Warren st. ....C  
E. C. Smith, 116 E. Franklin st. ....S

121—HURON, Huron, S. D., 2d & 4th Sun., 10:30 a. m., Elks' hall.  
Geo. Lawrence, 146 Wisconsin.C  
Wm. McCreery, 392 Nebraska..S  
E. E. Given, 377 Montana st.

122—BOSTON, Boston, Mass., 3d Sun., 2 p. m., John Winthrop hall, 446 Tremont st.  
J. F. O'Donnell, 64 Summer st., Franklin, Mass. ....C  
C. D. Baker, 23 Benedict st., Somerville, Mass. ....S

123—MACON, Macon, Ga., 1st & 3d Sun., 2 p. m., O. R. C. bldg., 408 Poplar st.  
H. Dickenson, 145 Academy st. ....C  
A. N. Kendrick, 408 Poplar st. ....S

124—WAHSATCH, Ogden, Utah, 2d & 4th Fri. 2:30 p. m. K. P. hall, 24th & Washington.  
George Allen, 3369 Washing-ton ave. ....C  
D. L. Boyle, 2618 Lincoln ave. ....S

125—FRIENDLY HAND, Peru, Ind., every Sun., 10:30 a. m., Engineers' hall, Main & Bdv.  
J. F. Oldham, 360 E. 5th st. ....C  
W. G. Fletcher, 122 E. 6th st. ....S

126—OMAHA, Omaha, Neb., 1st & 3d Sun., 2 p. m., Baright's hall, 19th & Farnum sts.  
J. B. Mulick, 3608 Charles st. ....C  
Andrew Hysstrom, 1427 Eu-met st. ....S

127—JAY GOULD, Danville, Ill.  
1st & 3d Sun., 2 p. m., Odd  
Fellows hall.  
Wm. Stevenson, 11 Park st...C  
C. E. Bishop, 307 N. Walnut st.S  
128—CHEYENNE, Cheyenne,  
Wyo., 1st & 3d Sun., 2:30 p.  
m., Fraternal hall.  
F. W. Munn, 221 E. 21st st...C  
R. W. Rich, 609 E. 19th st...S  
W. A. Mills, 2115 House st.  
129—HALSTEAD, Halstead, Pa.  
2d Sun. and 4th Mon., 2  
p. m., Clune's hall.  
F. W. Allen.....C  
C. L. G. Wilmos, box 191.....S  
130—STADACONA, Quebec, P.  
Q., 2d & 4th Sun., 9 a. m., B.  
E. T. hall.  
A. Gingras, 109 des Fosses st...C  
L. Noel, Clarendon hotel.....S  
131—LITTLE ROCK, Little  
Rock, Ark., every Mon., 3 p.  
m., O. R. C. hall.  
J. T. Wilson, 8 Whipple bldg...C  
J. S. Barkman, box 346.....S  
132—SALIDA, SALIDA, Colo.,  
2d & 4th Sun., 2 p. m., K. P.  
hall.  
M. J. Guein.....C  
A. L. Paul.....S  
133—BOWLING GREEN, Bowling  
Green, Ky., 1st & 3d Mon.,  
and 2d & 4th Tues., 7:30 p. m.,  
Wright hall, Main & Adams st.  
F. W. Jones, 124 10th st...C  
J. H. Bousman, 219 Woodford st.S  
134—BELLEVUE, Bellevue, O.,  
every Mon., 2 p. m., C. M. B.  
A. hall.  
G. S. Harper, 239 Monroe st...C  
L. C. Brown, 242 Sandusky st.S  
135—ROCK CITY, Nashville,  
Tenn., 1st & 3d Sun., 1:30 p.  
m., Nichol hall, Ash st & 4th av.  
R. T. Allen, 922 5th ave, S. J. C.  
Frank Phelps, 1028 3d ave. S. S.  
136—ASHTON, Huntington, W.  
Va., 1st & 3d Sun., 2 p. m.,  
over Union Savings Bank.  
J. W. Davis, 926 6th ave...C  
D. J. Moore, 840 8th st...S  
C. W. Kigore, 1139 6th ave.  
137—OSAWATOMIE, Osawa-  
tomie, Kans., 1st Sun. & 3d  
Sat., 2:30 p. m., A. O. U. W.  
hall.  
J. M. Furniss.....C  
W. W. Pointer.....S  
138—BRITTON, Garrett, Ind.,  
every Sun., 2 p. m. Red Men's  
hall.  
H. J. Lindman.....C  
B. A. Byers.....S  
139—STANTON, Knoxville,  
Tenn., every Mon., 9:30 a. m.,  
French & Roberts bldg.  
J. T. Lawrence, Victoria Flts. C  
J. W. Beahard, 823 Deery st.S  
140—NEW RIVER, Hinton, W.  
Va., 2d & 4th Sun., 2 p. m.,  
Big Four bldg., 3d ave.  
W. F. McFadden.....C  
Jas. F. Smith.....S  
S. B. Homer.  
141—ST. JOSEPH, St. Joseph,  
Mo., 2d & 4th Sun., 2 p. m.,  
Odd Fellows' hall.  
H. S. Kratzinger, 19th &  
Oak st.....C  
G. M. Riggins, 1801 Savannah st.S  
142—LARAMIE, Rawlins, Wyo.  
1st & 3d Wed. 2:30 p. m., K.  
P. hall.  
N. I. Farnell.....C  
R. L. Cusack.....S

143—DAUPHIN, Harrisburg,  
Pa., 1st & 3d Sun., 1 p. m.,  
Schutzenbaugh's hall.  
Cyrus Snaveley, 2030 N. 5th...C  
George I. Wood, 1624 N. 3d...S  
A. H. Eastright, 531 Peffer st.  
144—DERRY, Derry Station,  
Pa., 1st & 3d Sun., 1:30 p. m.,  
I. O. O. F. hall.  
John Amend.....C  
W. J. Dodson, box 373.....S  
145—NICKLE PLATE, Con-  
neaut, O., 2d & 4th Sun., 2 p.  
m., Grand Army hall.  
W. B. Peters, 458 State st....C  
Chas. Shearston, 508 State st..S  
146—E. A. SMITH, Fitchburg,  
Mass., 1st & 3d Sun., 10:45 a.  
m., A. O. U. W. hall.  
C. S. Holden, 38 Clinton st...C  
W. S. Dodge, 36 Pacific st...S  
147—EASTON, Easton, Pa., 2d  
& 4th Sun., 2 p. m., G. A. R.  
hall.  
Phillip Warner, 138 St. Joseph. C  
Ed. Sunderland, 2463 Cedar st.S  
148—LOOKOUT, Chattanooga,  
Tenn., 1st & 3d Sun., 2 p. m.,  
K. P. hall, 8th & Cherry sts.  
Taylor Williams, 406 St.  
Charles st.....C  
R. B. Stegall, C. N. O. & T. P.  
car record office.....S  
149—JACKSON, Jackson, Tenn.,  
every Sat., 7:30 p. m., Elks'  
hall.  
R. F. Phillips, 429 E. Chester...C  
G. B. Harris, 245 Bolivar st...S  
150—KINCAID, Utica, N. Y.,  
2d & 4th Sun., 2 p. m., Ar-  
cadium Temple, Devereux st.  
D. P. Francis, 43 Howard ave...C  
F. N. Gates, 240 West ave...S  
151—TWO RIVERS, Monett,  
Mo., every Mon., 2 p. m., Ma-  
sonic hall.  
W. S. Taylor.....C  
A. W. Wightman.....S  
152—RICHMOND, Richmond,  
Va., 1st & 3d Sun., 2 p. m.,  
Fraternity hall.  
B. Cates, 1410 Floyd ave....C  
W. L. Harris, 2718 E. Grace st.S  
153—MAUCH CHUNK, Mauch  
Chunk, Pa., 2d & 4th Sun.,  
2 p. m., Odd Fellows' hall.  
F. W. Gower, 10 Cedar st....C  
E. Mumbower, 412 Center st..S  
154—BINGHAMTON, Bingham-  
ton, N. Y., 3d Sun., 3 p. m.,  
299 Chenango st.  
T. L. Vanaman, 9 Sturgis.....C  
F. E. Tewksbury, 7 Congdon  
Place.....S  
155—SYRACUSE, Syracuse, N.  
Y., 1st & 3d Sun., 2:30 p. m.,  
A. O. U. W. hall, 238½ Fayette.  
John Carroll, 102 Shonard st. C  
J. W. Bates, 109 Elliott st...S  
156—PENNSYLVANIA, Car-  
bondale, Pa., 2d & 4th Sun., 3  
p. m., I. O. O. F. hall.  
W. F. Peel, 108 Wyoming st...C  
O. H. Loftus, 50 7th ave...S  
157—NEW ENGLAND, Boston,  
Mass., 4th Sun., 10:45 a. m.,  
Elks' hall, 24 Hayward Place.  
H. S. Bates, 23 Sampson ave.,  
Braintree, Mass. ....C  
C. W. Merrill, 29 Evergreen  
st., Roxbury, Mass. ....S  
158—BROAD TOP, Huntingdon,  
Pa., 1st Sat. 7:45 p. m. 3d Sun.  
2:30 p. m., Odd Fellows' hall.  
L. G. Confer.....C  
L. A. Morningstar, 611 Wash-  
ington st.....S

159—CITY OF MEXICO, City  
of Mexico, Mex., every Sun., 2  
p. m., Puerta Falsa de San  
Andres No. 9½, 2d floor.  
D. R. Caffey, Ciudad de Mex-  
ico, Ave. Madrid, No. 41 H. C.  
W. A. White, Apartado No.  
1406, Office 3a Bucareli 61...S  
160—WYOMING VALLEY, Wil-  
kesbarre, Pa., 2d & 4th Sun.,  
2 p. m., I. O. O. F. hall.  
W. W. Marsden, 86 Lincoln st. C  
J. H. Keithline, 267 E. South...S  
161—PARSONS, Parsons, Kans.,  
every Sun., 2:30 p. m., A. O.  
U. W. hall, Kennedy blk.  
W. W. Jones, 212 S. 15th st...C  
C. B. Fessenden, 2207 Main st.S  
162—WEST PHILADELPHIA,  
Philadelphia, Pa., 2d Thurs.,  
8 p. m., 4th Sun. 2 p. m. Grand  
Fraternity bldg., 1414 Arch st.  
H. N. Stephens, 428 N. 32d st...C  
B. W. Rulon, box 5802, North  
Philadelphia, Pa. ....S  
163—OIL CITY, Oil City, Pa.,  
2d & 4th Sun., 2 p. m., over  
Oil City National Bank bldg.  
John McCarty, 717 E. 2d st...C  
J. W. Baughman, 804 E. 3d st.S  
164—EAGLE GROVE, Eagle  
Grove, Ia., 2d & 4th Sun., 2:30  
p. m., Masonic Temple.  
Wm. Boylson.....C  
W. R. Hammond.....S  
165—FT. SCOTT, Ft. Scott,  
Kan., 1st & 3d Sun., 2 p. m.,  
I. O. O. F. hall, 10 Scott ave.  
J. E. Roberts, Cherokee, Kans. C  
F. B. Kathion, 210 S. Judson. S  
R. Williams, 16 S. Margrave st.  
166—LICKING, Newark, O., 1st  
& 3d Sun., 2 p. m., 17½ S.  
Park Place.  
J. H. Meanor, 103 S. 1st st...C  
J. S. Woodward, 162 Elmwood..S  
167—FRONTIER CITY, Os-  
wego, N. Y., 2d & 4th Sun.,  
2:30 p. m., Maccabee hall.  
A. P. Taylor, 210 W. 5th st...C  
G. A. Sholey, 187 W. 8th st...S  
168—JERSEY SHORE, Jersey  
Shore, Pa., 1st Wed., 3d Sat.,  
8 p. m., Sallada blk.  
J. A. Peterson, 952 Market st.,  
Williamsport, Pa. ....C  
O. L. Herman, box 14, Vilas,  
Pa. ....S  
169—NEPTUNE, Jersey City,  
N. J., 3d Sun., 2 p. m., Elks'  
hall.  
A. Schirrie, 63 Wales ave....C  
W. C. Knowles, Elks' hall...S  
R. McDonald, 287 Barrow st..  
170—CAMDEN, Camden, N. J.,  
1st & 3d Sun., 1:30 p. m.,  
Goff's bldg., 23 Broadway.  
C. B. Wack, 922 N. Front st. C  
Harry Hewitt, L. box 235....S  
171—THOS. DICKSON, Me-  
chanicsville, N. Y., 1st & 3d  
Sun., 1 p. m., I. O. O. F. hall.  
J. P. Sullivan, 28 Grove st...C  
T. J. McInerney, 124 S. 3d av.S  
172—MOUNTAIN CITY, Al-  
toona, Pa., 2d Sun., 2 p. m.,  
4th Sun., 7 p. m., Ramey bldg.  
W. G. Huber, 808 5th ave...C  
Wm. Bowen, box 97, Cone-  
maugh, Pa. ....S  
173—LONG PINE, Chadron,  
Neb., 1st & 3d Wed., 1 p. m.,  
I. O. O. F. hall.  
Jno. Broderick.....C  
R. E. Burns.....S  
A. M. Wright

174—EUREKA, Paterson, N. J., 3d Sun., 9:30 a. m., Masonic hall, 180 Market st.  
Wm. Bruah, N. Paterson, N. J. C  
W. O. Stiles, Ridgefield Park, N. J. ....S

175—MEMPHIS, Memphis, Tenn. every Sun., 2 p. m., Odd Fellows' bldg., N. Court Place.  
W. G. Beauland, 1362 Union ave. ....C  
L. T. LaBell, 779 N. Manassas...S

176—CORNING, Corning, N. Y., 1st & 3d Sun., 2:30 p. m., Red Men's hall, 19 E. Market st.  
J. A. Anderson, 188 E. 1st st...C  
D. Kelliher, 180 W. 2d st....S

177—ALLIANCE, Alliance, O., 1st Sun., 1 p. m., K. O. T. M. hall, B. Main st.  
F. W. Johnson, 238 E. Market. C  
M. R. Matthews, 41 Geiger ave. S

178—GREAT NORTHERN, Grand Forks, N. D., 3d Sun., 2:30 p. m., K. P. hall.  
W. H. McGraw, 1023 University ave. ....C  
W. A. Hull, 210 N. 7th st....S

179—TOPEKA, Topeka, Kans., 2d & 4th Sun., 2 p. m., A. O. U. W. hall, 6th & Jackson sts.  
Jas. O'Byrne, 626 Madison st...C  
Chas. A. Horn, 221 Lake st...S

180—ATLANTA, Atlanta, Ga., every Sun., 2 p. m., 57½ E. Hunter st.  
H. M. Patton, 269 Clark st...C  
E. A. Warwick, 31½ W. Alabama st. ....S

181—CHILLICOTHE, Chillicothe, O., 1st & 3d Sun., 2 p. m., O. R. C. hall, Merkle blk.  
D. Thomas, 590 E. Water st...C  
T. J. Hickey, 176 N. Sugar st...S

182—WOLVERINE, Jackson, Mich., alternate Sun., 2:30 p. m. B. of L. E. hall, Webb blk.  
Floyd Harwood, 1814 E. Main...C  
G. B. Griswold, 108 Cooley Pl. S

183—KNOBLEY, Cumberland, Md., 2d Tues. & 4th Sun. 1:30 p. m., Whites' hall.  
C. E. Savage, Keyser, W. Va...C  
L. W. McNemar, 175 Seymour...S

184—BLUE RIDGE, Clifton Forge, Va., 1st Mon., 7 p. m., 3d Wed., 2 p. m., old Masonic hall.  
C. S. Gay, 204 Byrd st....C  
J. E. Driscoll, 16 Brussels ave. S

185—LANIER, Selma, Ala., 1st & 3d Sun., 2 p. m., I. O. O. F. hall.  
Jas. W. Voltz, Lamar & King. C  
W. G. Wolf, 1007 Green st...S

186—BIRMINGHAM, Birmingham, Ala., 2d & 4th Sun., 1:30 p. m., Maccabee Temple.  
Z. B. Edwards, 621 S. 17th st. C  
W. G. Thomas, 1119 N. 34th st. S

187—SUNBURY, Sunbury, Pa., 2d & 4th Sun. 2 p. m., Blooms hall, N. 4th st.  
J. L. Ray, Spruce st....C  
Sylvester Geasey, 125 Ayl st...S

188—STANBERRY, Stanberry, Mo., 1st & 3d Sun., 2 p. m., K. P. hall, Park & 1st sts.  
A. W. Smith....C  
F. H. Hecox....C  
J. C. Besinger.

189—FRONTIER, Sarnia, Ont., 1st & 3d Tues., 7:30 p. m., I. O. O. F. hall.  
T. H. Johnson, 332 Campbell st...C  
H. Bell, 288 Campbell st....S

190—GRAFTON, Grafton, W. Va., 1st & 3d Sun., 2 p. m., K. P. hall, Main st.  
M. M. Patton, 12 Wilford st...C  
L. V. Atha, 663 Maple ave....S

191—YELLOWSTONE, Glendive, Mont., 1st & 3d Wed., 2 p. m., Masonic Temple.  
A. E. Anderson, box 268....C  
D. C. Maxwell, box 68....S

192—EAST SAGINAW, East Saginaw, Mich., 2d & 4th Sun. 10 a. m., Myrtle hall, Potter st.  
E. A. Corrigan, 323 N. 4th st...C  
B. Langtree, 516 N. Franklin st., Saginaw, Mich....S

193—BUCYRUS, Bucyrus, O., 1st & 3d Sun., 2 p. m., Opera House blk.  
W. H. Miller, 611 E. Warren. C  
D. W. Young, 519 Prospect st...S

194—BROOKFIELD, Brookfield, Mo., every Sun., 2:30 p. m., O. R. C. hall, N. Main st.  
J. W. Ryan, 815 E. Brook st...C  
W. E. Madden, 822 Brookfield. S

195—SIERRA NEVADA, Sacramento, Cal., 1st & 3d Mon., 7:30 p. m., Odd Fellows' bldg.  
A. M. Weston, 1017 18th st...C  
G. C. LaForge, 1526 F st....S  
M. V. Murray, 1216 F st.

196—ST. JOHNS, Jacksonville, Fla., every Sun., 10 a. m., 3d floor, Herkimer bldg.  
W. H. Dowling, 33 E. Ashley. C  
E. Steinhilber, box 574....S

197—BRAINERD, Staples, Minn., 1st & 3d Sun., 2:30 p. m., Sovereign's hall.  
P. Hoffoss....C  
C. A. Collins, L. box 147....S

198—SPRINGFIELD, Springfield, Mass., 1st & 3d Sun., 2 p. m., Myrick hall.  
S. K. Spencer, 844 Worthington st. ....C  
E. A. Sawin, 47 Plymouth st...S

199—RIDEAU, Smith's Falls, Ont., 1st & 3d Sun., 2 p. m., Sons of England hall.  
W. J. Boyd....C  
J. E. Berry, box 223....S

200—BRADFORD, Bradford, Pa., 1st & 3d Sun., 3:30 p. m., Bradburn hall, Main st.  
J. C. Mullins, 5 Amm st....C  
F. M. Brown, 129 Wildwood, Salamanca, N. Y....S

201—McKEE'S ROCKS, McKees Rocks, Pa., 2d Sun., 12 m., 4th Sun. 6 p. m., cen. time. Fraternal hall, Chartiers ave.  
W. G. Varner, 720 School st...C  
John Daley, 916 1st st....S

202—AUGUSTA, Augusta, Ga., 2d & 4th Sun., 3 p. m., Red Men's hall, 8th & Ellis sts.  
S. L. Hollingworth, 9th & Telfair sts. ....C  
R. A. Cook, 522 9th st....S

203—HOWEY, Truro, N. S., 4th Sat., 20k., McKay's hall.  
H. A. Baker....C  
W. J. Ellis, box 228....S

204—QUAKER CITY, Philadelphia, Pa., 2d & 4th Sun., 2 p. m., cor. Diamond & Germantown ave.  
A. T. Barringer, 306 Sterner st. C  
J. R. Coulter, 977 Frankford...S

205—R. E. LEE, Portsmouth, Va., 2d & 4th Sun., 2 p. m., Pythian hall, 612 Court st.  
W. C. Coffield, 18 Clifton st., Berkley, Va. ....C  
E. B. Lewis, Pythian hall....S

206—LINCOLN, Springfield, Ill., 2d & 4th Sun., 2 p. m., Red Men's hall, 5th & Monroe sts.  
Chas. Hess, 12th & Enos ave...C  
W. P. Sheehan, 1102 E. Washington st. ....S

207—AMORY, Amory, Miss., every Sun., 2 p. m., Masonic hall.  
A. Doggrell....C  
T. F. Gaines....S

208—PALMETTO, Charleston, S. C., 1st & 3d Sun., 3 p. m., Irish Volunteer hall.  
T. L. Malloy, 82 Smith st....C  
H. L. Pinchney, 63 Broad st...S

209—POCATELLO, Pocatello, Idaho, every Mon., 2 p. m., Masonic Temple, 252 N. Main.  
J. T. Bourn, 32 N. Harrison. C  
C. H. Hughart, box 307....S

210—STONEWALL JACKSON, Roanoke, Va., every Mon., 7:30 p. m., K. P. hall, S. Jefferson st.  
M. J. Jennelle, box 423....C  
W. L. Davis, 119 7th ave., S. W. ....S

211—STEVEN'S POINT, Abbottsford, Wis., 1st & 3d Sun., 10:30 a. m., Maccabee hall.  
Chas. D. Hinckley....C  
A. L. Rice....S

212—SLATER, Slater, Mo., 2d & 4th Sun., 2 p. m., I. O. O. F. hall.  
F. M. Merriweather, box 542...C  
P. E. Clampt, box 13....S

213—BARKER, Michigan City, Ind., 2d & 4th Sun., 2 p. m., I. O. O. F. hall.  
W. E. Hutson, 117½ W. 6th st. C  
Day Ludlum, 318 Cedar st....S

214—BARTLETT, Moncton, N. B., 3d Sun., 14 k., Orange hall.  
J. W. Coles, 45 Cameron st...C  
W. Crockett, 149 Cameron st...S

215—AUSTIN, Austin, Minn., 1st & 3d Sun., 2:30 p. m., German hall, E. Bridge st.  
J. D. McCormick, 601 Kenwood...C  
Joseph Tucker, Ellis ave....S

216—OTTUMWA, Ottumwa, Ia., 1st & 3d Sun., 2:30 p. m., 2d & 4th Mon., 7:30 p. m., O. R. C. hall, Main & Market sts.  
J. E. Long, 422 Jefferson st...C  
H. L. Lewis, 127 Richards st...S

217—ANCHOR LINE, Allegany, Pa., 2d & 4th Sun., 2:30 p. m., K. P. hall, 105 Federal st.  
J. H. Palmer, 726 Stanton ave. Millvale Station....C  
J. S. McCracken, 125 Howard st., Millvale Station .....S

218—SAVANNAH, Savannah, Ga., Sun., 10 a. m., K. P. hall.  
J. W. Bridger, 15 W. 32d st...C  
G. B. Sondley, 6 32d st., E...S

219—NEW BRUNSWICK, St. John, N. B., 2d Sun. & 4th Sat., 2:30 p. m., I. O. O. F. hall.  
E. A. Wheelpley, Fairville, N. B. ....C  
J. C. Johnston, 248 Strait Shore. S

220—FREMONT, Fremont, Neb., 1st & 3d Sun., Franklin hall.  
A. McGregor, 521 E. 3d st....C  
A. L. Lake, 4th & Logan sts...S

221—CHARLOTTE, Spencer, N. C., Sun., 2 p. m., Masonic hall.  
S. A. Tolbert....C  
W. S. Freeman....S

222—ILLINOIS VALLEY, Chillicothe, Ill., 1st & 2d Sun., 1:30 p. m., Daugherty & Friedrich's hall.  
L. E. Waggoner....C  
G. R. Allen....S

223—MARTINSBURG, Martinsburg, W. Va., 1st & 3d Mon., 8 p. m., I. O. O. F. hall.  
Wm. Westraater, 602 N. Queen...C  
J. A. Zapp, 421 W. Race st...S

224—WILMINGTON, Wilmington, Del., 1st & 3d Sun., 1:45 p. m., Masonic Temple.  
E. M. Cain, 217 Vandever ave...C  
J. T. Layfield, 1226 King st...S

225—STEBURN, Hornell, N. Y., alternate Thurs., 2 p. m., E. L. E. hall, Main st.  
B. F. Collins, 2 East ave...C  
C. N. Webb, 215 Vincent st...S

226—GALETON, Galeton, Pa., 1st Sun., 1 p. m., Baldwin hall.  
S. C. Stambough...C  
George Persing...S

227—CLAUDE CHAMPION, Lincoln, Neb., 1st & 3d Sun., 2:30 p. m., Brownell blk.  
I. H. Hocker, 944 T st...C  
O. S. Ward, 53 Brownell blk...S  
J. B. Tenney, 516 S. 28th st.

228—FRISCO, Ft. Smith, Ark., 1st & 3d Sun., 2:30 p. m., I. O. O. F. hall, 706½ Garrison.  
C. C. Monda, 503 Gar Ave...C  
R. T. Hamilton, 1501 N. 5th...S

229—NICOLS, Reading, Pa., 2d Sun., 1 p. m., 4th Sun., 10 a. m., Brencisers hall.  
Sam'l Kochemel, 1542 N 10th...C  
H. C. Hedley, 1041 Greenwich...S

230—NEW FRANKLIN, New Franklin, Mo., 2d & 4th Sun., 2 p. m., K. P. hall.  
T. C. Willett...C  
A. L. Mudd, box 30...S

231—VICKSBURG, Vicksburg, Miss., every Sun., 8 p. m., K. C. hall.  
O. L. Hatch, 851 S Mulberry...C  
W. F. Harrall, 910 E Main st...S  
A. J. Jaquith, 401 E Grove st.

232—SIOUX CITY, Sioux City, Ia., 2d & 4th Sun., 10 a. m., I.O.O.F. hall, 5th & Douglas.  
Geo. Carter, 1906 N 28th st., Omaha, Neb. ....C  
A. Madden, 917 11th st...S

233—POINT PLEASANT, Middleport, O., 2d & 4th Sun., 1:30 p. m., M. W. A. hall.  
O. W. Barrows...C  
C. E. Murray, box 377...S  
J. M. Cornishers.

234—BERKELEY, Brunswick, Md., 1st & 3d Fri., 7:30 p. m., Swank & Sons hall.  
L. M. Shores...C  
I. H. Grimm, box 45...S  
Edw. Sheridan.

235—FREEPORT, Freeport, Ill., 2d & 4th Sun., 10:30 a. m., I. O. O. F. hall.  
G. G. McCarty, 158 Carroll st...C  
W. W. Earnst, 403 Mackay Bldg...S

236—ST. CLOUD, Melrose, Minn., 1st Mon., 7:30 p. m., 4th Sun., 3 p. m., K. P. hall.  
Geo. M. Goodman...C  
Harry Sturgeon, box 316...S

237—WORCESTER, Worcester, Mass., 4th Sun., 11 a. m., Castle hall, 405 Main st.  
J. F. Lucas, 37 Orange st...C  
W. F. Harburt, 28 Wildwood ave...S

238—SHERIDAN, Laredo, Mo., 1st Mon., 3d Tues., 7:30 p. m., Masonic hall.  
D. V. Parker, 412 Topping st., Kansas City, Mo. ....C  
A. F. Scott, 807 Broadway, Chillicothe, Mo. ....S

239—LEXINGTON, Ashland, Ky., 2d Sun. 9:30 a. m., 4th Sun. 7 p. m., cor. 17th st & Greenup ave.  
W. U. Carr, 217 E Central...C  
T. J. Kentner, 14th & Lexington ave. ....S  
C. W. McDonald.

240—HIAWATHA, Marquette, Mich., 2d & 4th Sun., 2 p. m., Keough hall.  
W. Preston, 624 N. 3d st...C  
D. Vaughan, 201 Mather st...S

241—DE SOTO, De Soto, Mo., 1st & 3d Sun., K. P. hall.  
J. R. Turner...C  
L. A. Crandall, box 455...S

242—NIPISING, North Bay, Ont., 2d & 4th Mon., I. O. O. F. hall.  
Joe Falby...C  
Wilfred Aubry...S

243—MISSOULA, Missoula, Mont., 1st & 3d Sun., 2 p. m., Elks' hall.  
R. E. Christy, 301 R. R. ave...C  
K. A. Rollins, 115 R. R. ave...S

244—PIKE'S PEAK, Colorado Springs, Colo., 1st & 3d Tues., 2:30 p. m., Bacon hall.  
F. F. Lyons, 602 S 16th st...C  
B. L. Beynon, 724 E Huerfano...S

245—WINFIELD, Arkansas City, Kan., 1st & 3d Sun., 2 p. m., Red Men's hall, 101 S. Summit.  
C. P. Odowd, 839 S B st...C  
O. A. Slone, 1000 S. D. st...S

246—JOHN MCCONIFF, Wymore, Neb., 1st, 3d & 5th Sun., 10 a. m., W. O. W. hall.  
W. E. Coke...C  
J. D. Pennington, L. box 145...S

247—FISHER'S PEAK, Trinidad, Colo., 1st & 3d Sun. 2:30 p. m., Elks' hall, E. Main.  
Maurice O'Connor, 213 Johnson ave. ....C  
Geo. C. Bateman, 201 E Main...S

248—TUSCUMBIA, Tuscombua, Ala., 2d Sun. 2:30 p. m., 4th Sun. 7:30 p. m., K. P. hall.  
W. D. Short...C  
W. J. Legg, Stevenson, Ala...S

249—MT. TACOMA, Tacoma, Wash., 2d & 4th Sun., 1:30 p. m., Pythian Temple, 926 C st.  
D. A. Black, 904 S. Tac. ave...C  
G. H. Herbert, 513 E 30th st...S

250—TWIN CITY, Bristol, Va., 2d & 4th Sun., 2 p. m., Masonic hall, Virginia St., Va.  
W. H. Nave, 1205 Broad st...C  
W. W. Boaz, 808 Penn ave., Bristol, Tenn. ....S

251—COTTON BELT, Pine Bluff, Ark., every Sun., 2:30 p. m., K. P. hall, 2d & Chestnut.  
W. P. Smith...C  
F. M. Culver, 1021 E. 7th ave...S

252—HOLY CROSS, Leadville, Colo., 1st & 3d Sun., 7:30 p. m., I. O. O. F. hall.  
H. B. Long, 224 E. 10th st...C  
I. Van Dyne, box 683...S

253—GOGEBIC, Ashland, Wis., 2d & 4th Sun., 10 a. m., Eagles' hall, 511 W. 2d st.  
C. L. Durkee, 408 3d st E...C  
F. G. Johnson, 312 3d ave E...S

254—CLOVER LEAF, Frankfort, Ind., 2d & 4th Sun., 2 p. m., Woodman hall.  
Jno. D. Fortune, 701 N Main...C  
Chas. B. Stone, 350 E Paris st...S

255—MOUNTAIN, Medicine Hat, Alberta, 2d & 4th Sun., 14 k., Cochran's hall.  
Fred Russell...C  
Thos. C. Blackford...S

256—SAN GABRIEL, Smithville, Tex., 2d & 4th Sun., 2 p. m., K. P. hall.  
A. R. Kober...C  
G. M. Loughridge, box 166...S

257—WASHITA VALLEY, Chickasha, Okla., every Sun., 2:30 p. m., Masonic hall.  
R. E. Conduitt, 700 W. Wade, El Reno, Okla...C  
Alex McLean, 627 Iowa ave...S

258—ABERDEEN, Aberdeen, S. D., 2d Sun., 3 p. m., A. O. U. W. hall.  
Jno. T. Wheeler, 717 3d ave E...C  
C. A. Nelson, 612 2d ave E...S

259—FOND DU LAC, Fond du Lac, Wis., 1st & 3d Sun., 2 p. m., Woodman hall.  
E. Sweeney, 319 Forest ave...C  
V. O. Zimmerman, 409 Wisconsin ave., No. Fond du Lac, Wis. ....S

260—ELLENSBURG, Ellensburg, Wash., 1st & 2d Sun., 2 p. m., I. O. O. F. hall.  
F. P. White...C  
T. B. LaRue, 2d & Walnut sta...S

261—SAN LUIS, San Luis Potosi, Mex., every Mon., 8 p. m., 3a Morales, No. 18.  
W. D. Ives, Apartado 171...C  
W. H. Turner, Apartado 298...S  
W. H. Simpson, 3 A Reforma 4

262—RED RIVER, Cleburne, Tex., every Sun., 7:30 p. m., K. P. hall.  
D. F. O'Brien, 815 N. Anglin...C  
W. E. Nowlin, 422 W. Wilson st.

263—CUMBERLAND, Cumberland, Md., 2d Sun., 1:30 p. m., 4th Sat., 8 p. m., I.O.O.F. hall.  
J. B. Coulehan, 339 N. Center...C  
C. A. Schmutz, 85 Highland st...S

264—RALEIGH, Raleigh, N. C., 2d & 4th Sun., I.O.O.F. hall.  
T. F. Willson...C  
W. W. Newman, box 222...S

265—CHANUTE, Chanute, Kan., 2d & 4th Sun., 2 p. m., A. O. U. W. hall.  
A. J. Sunday, 112½ W Main...C  
Peter Farrell, 205 W. 3d st...S

266—STAKED PLAINS, Big Springs, Tex., every Monday, 3 p. m., Eagles' hall.  
J. H. Paylor, box 461...C  
W. H. Lane, box 461...S  
W. A. Mathis, box 295.

267—PACIFIC, Vancouver, B. C., 2d Fri., 20 k., O'Brien hall.  
Jas. Wright, 1032 Davie st...C  
Geo. W. Haich, 761 Beatty st...S

268—MARION, Marion, Ia., 2d & 4th Sun., 7:30 p. m., Memorial hall.  
F. B. Cornelius, N. 12th st...C  
G. H. Vandercook...S

269—BORDER CITY, Van Buren, Ark., every Thurs., 2 p. m., Lynch hall, Main st.  
A. E. Shattuck, box 3...C  
J. F. Adkins, box 513...S  
Wm. Wells, box 513.

270—YOUNGSTOWN, Youngstown, O., 2d & 4th Sun., 2 p. m., Knights of St. John hall.  
G. A. Happer, 524 Holmes st...C  
F. L. McFarlin, 516 Thorn st...S

271—CAPE FEAR, Wilmington, N. C., 2d & 4th Sun., 2 p. m., K. P. hall.  
W. H. Pemberton, 715 Dock st. C  
W. E. Merritt, 114 Princess st. S

272—MONTANA, Havre, Mont., 1st & 3d Sun., 2:30 p. m., Chestnut hall.  
C. B. Griffin.....C  
A. D. Smith.....S

273—GUERNSEY, Cambridge, O., 2d & 4th Sun., 2 p. m., Pathfinders' hall, Wheeling av.  
C. M. Wilson, 217 Highland..C  
E. D. Galloway, 423 S. 7th st..S

274—KAUKAUNA, Green Bay, Wis., 1st Sun., 2 p. m., 3d Sun., 7 p. m., Eagles' hall.  
D. P. Maley, So. Kaukauna, Wis.  
E. C. McWilliams, 903 Kellogg st.....S

275—GUADALUPE, Yoakum, Tex., every Sun., 3 p. m., Red Men's hall, Old bldg.  
G. I. Burleigh.....C  
C. T. Wade.....S

276—PRAIRIE VIEW, Goodland, Kan., 1st & 3d Sun., 1:30 p. m., Masonic hall.  
G. E. Fike.....C  
Wm. McKinney.....S  
L. E. Luther.....S

277—PAN HANDLE, Wellington, Kan., 1st & 3d Sun., 2:30 p. m., Masonic hall.  
M. A. Wuner, 609 S. Washington st.....C  
C. B. Isenhour, 625 S. Jefferson st.....S

278—DENNISON, Dennison, O., 1st Tues., 1 p. m., 3d Sun., 7:30 p. m., 2d & Grant sts.  
C. B. Folen.....C  
John A. Gray, box 111.....S  
George M. Beck, 138 N. Monrow ave., Columbus, O.

279—MISSOURI, Jefferson City, Mo., 2d & 4th Sun., 2:30 p. m., I. O. O. F. hall.  
P. W. Sisk, 107 Madison.....C  
Geo. C. Delaplain, 121 W. Ashley.....S

280—BESSEMER, Albion, Pa., 1st & 3d Mon., 2 p. m., I. O. O. F. hall, State & Main.  
S. D. Naylor.....C  
J. A. Hall.....S

281—GLENWOOD, Pittsburg, Pa., 1st Sun., 2:30 p. m., 3d Sun., 7:30 p. m., Hazlewood Trust Co. hall.  
John McElwee, Allegheny Terrace  
W. M. Shipley, R. F. D. 13, Atwater, O.....S

282—NEEDLES, Needles, Cal., Thurs., 2:30 p. m., K. P. hall.  
F. W. Searle, box 316.....C  
H. N. Thompson, box 74.....S

283—MARCELINE, Marcelline, Mo., 1st & 3d Sun., 2:30 p. m., I. O. O. F. hall.  
C. D. Williams.....C  
S. R. Fuller.....S

284—SUL ROSS, Waco, Tex., 2d & 4th Sat., 8 p. m., Maccahees hall, Austin ave.  
A. G. Hawkins.....C  
W. S. Gillespie, 111 S. 4th st..S

285—SPOKANE, Spokane, Wash., 1st & 3d Sun., 7:30 p. m., Eagles' hall, Symons blk.  
T. S. McEachran, 316 Temple Court  
Jesse Huxtable, E. 214 Nora ave.....S

286—KAKABEKA, Ft. Williams, Ont., 2d & 4th Sun., 14:30 k, Carpenters' hall, May st.  
L. L. Peltier, 226 Cameron st..C  
W. V. Hurdon, 236 Brodie st..S

287—OBRAR, San Marcial, N. M., Mon., 2 p. m., Masonic hall  
G. M. Lewis.....C  
E. M. Quinlan.....S  
J. M. Harrison, box 155, Albuquerque, N. M.

288—SUPERIOR, West Superior, Wis., 1st & 3d Sun., 2:30 p. m., Odd Fellows' hall.  
A. C. Smith, 1302 Baxter ave..C  
E. R. Smith, 1201 16th st....S  
J. Parkhill, 1707 Ogden ave.

289—WELLSVILLE, Wellsville, O., 1st & 3d Sun., 1:30 p. m., I. O. O. F. hall, 5th & Main.  
W. H. Johnson, 1712 Clark..C  
F. J. Packer, 403 14th st....S

290—WINGO, Paducah, Ky., every Sun., 2 p. m., K. C. hall.  
J. S. Wesson, 705 S. 13th st..C  
T. J. Flynn, 1135 Clay st....S

291—MORRIS, Hoboken, N. J., 2d & 4th Wed., 10 a. m., Renking's hall, 127 Hudson st.  
Palmer Jeffers, 199A N. 11th st., Newark, N. J.....C  
Wm. S. Newman, 61 Arnold Terrace, S. Orange, N. J....S

292—DEER LICK, Chicago, O., 1st & 3d Sun., O. R. C. hall.  
J. B. Talbot.....C  
J. H. Barnville, L. box 733...S

293—CHAS. MURRAY, Chicago, Ill., 2d & 4th Wed., 1:30 p. m., Central Park hall, cor. Lake st. & Francisco ave.  
Geo. S. Lane, 419 5th ave., Maywood, Ill.....C  
John A. Lewis, 54 N. Washenaw ave.....S

294—NEW JERSEY, Trenton, N. J., 1st & 3d Sun., 2 p. m., Arcade bldg., W. State st.  
C. J. Scheeler, 48 Charles st..C  
J. J. Coleman, 342 Brunswick..S

295—LORAIN, Lorain, O., 1st Sat., 7:30 p. m., 3d Mon., 9:30 a. m., K. P. hall.  
J. J. Pollock, 526 Everett st...C  
J. H. Patterson, 227 Everett st..S

296—C. W. CLEMENT, Rutland, Vt., 3d Sun., 6:30 p. m., G. A. R. hall.  
T. C. Corcoran, 40 East st....C  
W. E. Amblo, 87 Maple st....S

297—SOMERSET, Oakdale, Tenn., every Tues., 7:30 p. m., Alby's hall.  
Geo. Neiker, Sta. "A" Somerset, Ky.....C  
H. O. Gann, Jacksboro st., Station "A" Somerset, Ky...S

298—KANSAS, Herington, Kan., 2d & 4th Sun., 2 p. m., I. O. O. F. hall, N. Broadway.  
Albert B. Pearson, box 1276...C  
W. P. Thornburg, box 663...S

299—LIMA, Lima, O., 2d & 4th Sun., 2 p. m., Mitchell hall.  
G. G. Bashore, 520 S. Main...C  
O. D. Fisher, Holland blk....S

300—DODGE CITY, Dodge City, Kan., every Sat., 1:30 p. m., Masonic hall.  
Geo. D. Pond.....C  
J. A. Corey.....S

301—SEYMOUR, Seymour, Ind., 2d & 4th Sun., 2 p. m., Masonic Temple.  
H. Brown.....C  
J. W. Cuddabee, 202 E. 2d st..S  
Ford Cos, 418 E. 2d st.

302—LAFAYETTE, Lafayette, Ind., 1st & 3d Sun., 2:30 p. m., I. O. R. M. hall.  
A. T. Pearson, 1000 Hartford..C  
Charles Bloom, 1119 Union st..S

303—NEW ALBANY, New Albany, Ind., 1st & 3d Sun., 9:30 a. m., K. & L. of H. hall.  
G. S. Hice, 1306 E. Market st..C  
W. E. Russell, 1201 E. Main...S  
T. C. Laughlin, 703 E. Main st.

304—PEARL RIVER, Canton, Miss., 1st & 3d Sun., 4 p. m., K. P. hall.  
O. A. Harrison.....C  
A. W. Moss, Water Valley, Miss.....S

305—LA GRANDE, La Grande, Ore., 1st & 3d Sun., 7:30 p. m., Elks' hall.  
Frank O'Hare.....C

306—BAY, W. Bay City, Mich., 2d & 4th Sun., 11 a. m., I. O. O. F. hall.  
Theo. Soderquist, 308 N. Linn..C  
B. F. Richards, 205 Marquette..S

307—JERSEY CENTRAL, Elizabeth, N. J., 2d Wed. 10 a. m., & 4th Sun. 2:30 p. m., Assembly hall.  
Geo. B. Van Nortwick, 84 W. Cliff st., Somerville, N. J....C  
Philip Backer, 63 S. Main st., Somerville, N. J.....S

308—BLUFF CITY, Mt. Carmel, Ill., 1st & 3d Sun., 2:30 p. m., I. O. O. F. hall.  
J. E. Drake.....C  
John F. Stansil, 907 N. Mulberry st.....S

309—W. H. WRIGHT, Youngwood, Pa., 1st Sun. 9:30 a. m., 3d Sun. 7 p. m., I. O. O. F. hall.  
H. C. Weimer.....C  
J. S. Best.....S

310—MOBILE, Mobile, Ala., 1st & 3d Sun., 2 p. m., Royal and St. Michael st.  
T. C. Byrne, 54 S. Dearborn...C  
P. M. Hickey, 108 Dauphin...S

311—NEW YEAR, Waycross, Ga., 2d & 4th Sun., 10 a. m., Masonic hall, Plant ave.  
R. H. Halyburton, 19 Jane st...C  
J. S. Baugh, 77 Albany ave...S

312—DEFENDER, Weehawken, N. J., 2d Mon. 9:30 a. m., & 4th Sun., 1:30 p. m., Franz's Meeting Place, Union Hill.  
W. K. French, 239 3d st.....C  
J. Clark Sheldon, 7 1st st., Clifton Park, N. J.....S

313—SAN XAVIER, Tucson, Ariz., every Sun., 1:30 p. m., A. O. U. W. hall, E. Cong. st.  
Alonso Haley, box 322.....C  
C. F. Davani, box 322.....S

314—ALLEGHENY CITY, Allegheny, Pa., 2d & 4th Sun., 2 p. m., I. O. O. F. hall.  
E. A. Stanley, 1910 St. Clair Terrace  
P. Rofferty, Bryant ave., Bellevue, Pa.....S

315—NEGOMIS, Chapleau, Ont., 1st & 3d Sun., 2 p. m., I. O. O. F. hall.  
Ed. Pearson.....C  
A. Sweeney, box 142.....S

316—SHAWNEE, Shawnee, Okla., 1st & 3d Sun., 2 p. m., I. O. O. F. hall, N. Broadway.  
A. S. Pace, 404 N. Kickapoo..C  
D. A. Crafton, box 461.....S

317—ELM CITY, New Haven, Conn., 1st & 3d Sun., 10:30 a. m., I.O.O.F. hall, 95 Crown. J. Wall, 20 Cassius st. ....C  
F. J. Flanigan, 272 Portsea st. S

318—ASHEVILLE, Asheville, N. C., 1st & 3d Sun., 11 a. m., O. R. C. hall, Depot st. Thos. Wakefield, Mountford hotel .....C  
C. L. Felmet, 347 W. Haywood. S

319—KEOWEE, Greenville, S. C., every Sun., 2:30 p. m., Carpenters' hall. M. C. Green, 30 Monroe st. C  
C. E. Bull, 820 Hampton ave. S  
J. C. Arwood, 209 Frank st. S

320—MIAMI VALLEY, Dayton, O., 1st & 3d Sun., 2 p. m., I. O. O. F. hall, 5th st. C  
W. Long, 324 Warren. ....C  
F. E. Nichols, 1507 Brown st. S

321—EASTER, Springfield, Mo., 2d & 4th Mon., 2 p. m., K. P. hall, College st. B. S. Shirk, 467 E. Walnut st. C  
O. E. Risser, 1345 N. Jefferson. S  
C. H. Hasell, 615 W. Walnut.

322—MAPLE LEAF, Lindsay, Ont., 1st & 3d Sun., 2 p. m., 27 Kent st., Forresters' hall. W. Mercer .....C  
F. Shaw, box 20. ....S

323—CONGAREE, Columbia, S. C., every Sun., 10 a. m., State Bank bldg. T. A. Cobb, 1319 Lumber st. C  
Jas. L. Davis, 1509 Main st. ....S

324—BLUEFIELD, Bluefield, W. Va., every Sun., 2 p. m., Red Men's hall, Bluefield ave. E. D. Evans, 115 Beasley st. S

325—GRAND JUNCTION, Grand Junction, Colo., 1st & 3d Thur., 2 p. m., Elks' hall. H. Marsters .....C  
A. F. McCabe, 403 Ouray ave. S

326—NEW CASTLE, New Castle Pa., 1st Sat., 3d Fri., 7:30 p. m., K. P. hall. W. T. Saul, 514 W. Cherry st. C  
W. J. Spurrer, 210 W. Cherry. S

327—GOLDEN RULE, Effingham, Ill., 1st Sun., 10 a. m., I. O. O. F. hall, Main st. L. M. Hough .....C  
W. J. Underriner. ....S

328—LAKE PARK, Hillsboro, Tex., every Wed., 7:30 p. m., B. R. T. hall, 114 S. Waco st. T. B. Watson, 111 Matthew. C  
C. S. McKee, 209 Matthew st. S

329—CHAMPION CITY, Springfield, O., 1st & 3d Sun., 1:30 p. m., P. O. S. A. hall. C. F. Phleger, 921 Clifton ave. C  
Van Oren, 1619 S. Fountain ave. ....S

330—EMPORIA, Emporia, Kan., 1st & 3d Sun., 2 p. m., K. P. hall, 626 Commercial st. C  
L. Jacoba, 503 Union st. C  
H. W. Hedgecock, 226 Neshos. S

331—SUSQUEHANNA, Columbia, Pa., 1st & 3d Sun., 1:30 p. m., Eagles' hall, 3d & Locust. P. Morarity, Front & Union. C  
H. R. Haefner, 20 N. 5th st. S

332—JONESBORO, Ilmo, Mo., 1st & 3d Sun. 7:30 p. m., Doty hall. O. R. Detrick .....C  
J. W. McColgan, box 62. ....S

333—RENOVO, Renovo, Pa., 2d & 4th Sun., 1:30 p. m., I. O. O. F. hall, 6th st. Wm. J. Buck .....C  
Wm. F. Deckard, box 321. ....S  
M. T. Cummings.

334—AVONDALE, Birmingham, Ala., 1st & 3d Sun., 2 p. m., 1820½ 4th ave. H. L. Cox, 5109 1st ave., Woodlawn, Ala. ....C  
T. J. Allen, Jr., 5044 1st ave., Woodlawn, Ala. ....S

335—CONCORD, Concord, N. H., 3d Sun., 11:30 a. m., G. A. R. hall, N. Main st. J. Follensbee, 91 Warren st. C  
A. E. Bean, 20 Rumford st. ....S

336—DULUTH, Duluth, Minn., 2d & 4th Sun., 2 p. m., Macabees hall, 224 W. 1st st. Jno. M. McNaughton, 222 W. 3d st., Flat H. ....C  
Fred C. Bahr, 2127 W. 1st st. S

337—BALTIMORE, Baltimore, Md., 2d Sun., 2 p. m., 4th Sat. 7:45 p. m., Mechanics' hall. Henry Long, Forest Park. ....C  
I. F. Garv. Mt. Winans. Md. S

338—WICHITA, Wichita, Kan., 2d & 4th Sun., 7:30 p. m., Macabees hall, 211 E. Douglas. L. W. Creager, 415 W. 2d st. C  
A. Anderson, L. box 844. ....S

339—WASHINGTON, Washington, Ind., 2d & 4th Sun., 9:30 a. m., Fire station hall. W. H. Allen, 229 Front st. C  
B. R. Thorpe, 1302 State st. ....S

340—GLADSTONE, Gladstone, Mich., 2d & 4th Sun., 10 a. m., Fraternity hall. David Bailey, box 277. ....C  
I. B. Byers, box 447. ....S

341—CANADAWARAN, Norwich, N. Y., 1st Sun. 2 p. m., Red Men's hall, Cook blk. Chas. T. King, Pine Villa. ....C  
C. W. Dorman, 47 Front st. ....S

342—OVERLAND, Junction City, Kan., 1st & 3d Sun., 3:30 p. m., Union hall. J. E. Cave, 1327 Euclid Ave., Kansas City, Mo. ....C  
R. B. Cunningham, R. Rte. 3. S

343—BLUE VALLEY, Fairbury, Neb., 2d & 4th Sun., 2:30 p. m., K. & L. of H. hall. T. H. Mitchell, 923 6th st. C  
J. L. Hutchison, 922 5th st. ....S

344—EAST TORONTO, York, Ont., 2d & 4th Mon., 7:30 p. m., I. O. O. F. hall, Danforth. R. G. Cleverdon, 33 Osborne ave., E. Toronto, Ont. ....C  
G. Prescott, 1469 Danforth ave., E. Toronto, Ont. ....S  
John White, 92 Swanwick ave. E. Toronto, Ont.

345—WEST TORONTO, Toronto, Ont., 2d & 4th Sun., 2:30 p. m., James blk. W. H. Hind, 141 Annette st., W. Toronto, Ont. ....C  
G. A. Wood, 57 Empress Crescent, Toronto, Ont. ....S

346—YELLOW RIVER VALLEY, Tomah, Wis., 1st & 3d Sun., 10 a. m., I. O. O. F. hall. Thos. Moran .....C  
H. B. Keeler, box 531. ....S  
C. A. Dunn.

347—JULIEN, Dubuque, Ia., 2d Sun., & 4th Mon., 2 p. m., Union hall, 1965 Couler ave. G. R. Hibbard, 2072 Jackson. C  
J. H. Bassett, 1987 Washington st. ....S

348—TIPTON, Tipton, Ind., 1st & 3d Sun., 10 a. m., Macabees hall. F. E. C. Hartman .....C  
A. O'Beirne .....S

349—CREWE, Crewe, Va., 2d & 4th Sun., 10 a. m., Masonic hall. J. W. Harding .....C  
J. L. Morris. ....S

350—SEATTLE, Seattle, Wash., 2d & 4th Sun., 1:30 p. m., 1923½ 1st ave. Phil. Reed, 1132 63d West. ....C  
James R. McLean, 1700 16th. S

351—THREE STATES, Portsmouth, O., 2d & 4th Sun., 1 p. m., Clay & Robinson. W. G. Hopkins, 560 Lexington ave., Newport, Ky. ....C  
L. C. Payne, 440 E. 12th st. ....S

352—KEEWATIN, Kenora, Ont., 1st & 3d Sun., 14:30 k. I. O. O. F. hall. D. Kay .....C  
A. Hargrave, box 34. ....S

353—MINNE-VAUKON, Estherville, Ia., 3d Sun., 10 a. m., K. P. hall. C. L. Mudge .....C  
W. A. O'Neil, 915 E. Maple. ....S

354—HAGERSTOWN, Hagerstown, Md., 1st & 3d Sun., 2 p. m., Hose hall, S. Potomac. J. D. Boos, 203 Summit ave. C  
J. W. Nichols, 563 W. Washington st. ....S

355—ALLANDALE, Allandale, Ont., 3d Sun., 2:30 p. m., Trainmen's hall. A. Klehn .....C  
F. Heard, box 16. ....S

356—BLACK EAGLE, Great Falls, Mont., 2d & 4th Sun., 7:30 p. m., Conrad hall. J. H. Hall, box 410. ....C  
Otto Bjornstad, box 325. ....S

357—CONNELLSVILLE, Connelville, Pa., 2d Sun., 7 p. m., 4th Sun. 1:30 p. m., I.O.O.F. hall. W. S. Shuman, 310 E. Francis. C  
D. T. Hirleman, 410 E. Francis. S

358—LADAS, Thayer, Mo., 1st & 3d Sun., 9 a. m., Boyd's hall. O. T. Vestal, L. box 235. ....C  
J. W. Lewis, L. box 222. ....S

359—EXCELSIOR, East Albany, N. Y., 1st Sun., 10:30 a. m., Vaughan hall, Rensselaer. John L. Parmerton, 439 Broadway, Rensselaer, N. Y. ....C  
John P. Kilmer, 1447 Broadway, Rensselaer, N. Y. ....S  
John J. Ryan, 68 Elm st, Rensselaer, N. Y.

360—MARTIN CLANCY, Two Harbors, Minn., 2d & 4th Sun., 2:15 p. m., K. P. hall. Paul Barcomb .....C  
D. W. Owens. ....S

361—VALLEY, Valley Junction, Ia., 2d & 4th Sun., 10:30 a. m., Fraternal hall. J. A. Gibson, box 184. ....C  
R. W. Porter, box 215. ....S

362—VERNON, Nevada, Mo., 2d & 4th Sun., 2:30 p. m., K. P. hall, Cherry & Cedar sts. R. Elliott, 610 E. Walnut st. C  
G. C. Hedges, 720 S. Cedar st. S

363—SUGAR CITY, Norfolk, Neb., 1st Wed. 8 p. m., 3d Sun., 2 p. m., Railway Employes' hall. A. G. Heckman, 720 S. 1st st. C  
E. B. Taylor, 1205 Cleveland. S

364—GOLDEN GATE, Oakland, Cal., every Sat., 7:45 p. m., Pythian Castle, 12th & Alice.  
M. A. Ruble, 1900 Nason st., Alameda, Cal. ....C  
T. A. Hughes, 2286 West st. ....S

365—ALFRED BECK, Pensacola, Fla., 2d & 4th Sun., 9:30 a. m., K. of P. hall.  
G. B. McGill, 706 E. Jackson...C  
E. M. Wilson, 619 N. Haynes...S

366—LEEDS, Brockville, Ont., 1st Mon., 2 p. m., A. O. U. W. hall, King st.  
Jas. Splan .....C  
R. McConachie, box 533.....S

367—MCCOMB CITY, McComb City, Miss., 1st & 3d Sun., 2 p. m., Masonic hall.  
H. L. Price.....C  
E. L. McLaurine.....S  
R. S. Price.....S

368—ARGENTINE, Argentine, Kan., 1st & 3d Sun., 2 p. m., Firemen's hall.  
B. F. Wyatt, 20 S. 7th st....C  
Geo. McNeal, 22 S. Spear st. ....S

369—PARKERSBURG, Parkersburg, W. Va., 1st & 3d Sun., 2:30 p. m., Fraternal hall.  
C. D. Lang, 812 Wood st....C  
C. W. Ebert, 1201 Murdock...S

370—PROVIDENCE, Providence, R. I., 2d & 4th Sun., 2 p. m., Manhan hall, 433 Westminster.  
B. F. Harrington, 251 Carpenter st. ....C  
W. A. Doran, 80 Douglas ave...S

371—LIVINGSTON, Livingston, Mont., 1st & 3d Sun., 2:30 p. m., Masonic Temple.  
E. E. Moyses, 119 N. C. st....C  
Frank Shelver, 318 S. 6th st...S

372—CORTEZ, Raton, N. M., Sun., 2:30 p. m., I.O.O.F. hall.  
J. H. Fisher, box 264.....C  
R. F. Purdy, 321 N. 3d st....S

373—FOX RIVER, Green Bay, Wis., 2d & 4th Sun., 2 p. m., K. P. hall.  
C. H. Smith, 510 School Place.C  
F. H. Seymour, 802 Cora st...S

374—INDEPENDENT, Elmira, N. Y., 1st & 3d Sun., 2:30 p. m., Red Men's hall.  
J. J. Lyons, 507 Baldwin st...C  
F. M. Collier, 1316½ Lake st...S  
B. L. Bennett, 1006 College ave.

375—GOLD COIN, Canon City, Colo., 4th Sun., 8 p. m., Elks' hall.  
W. H. Hammond, 710 River...C  
A. H. Smith, 1115 Macon ave...S

376—C. F. WILCOX, Montpelier, O., 2d & 4th Wed., 2 p. m., Odd Fellows' hall.  
N. J. Schafer, box 42.....C  
N. E. Rundel, box 44.....S

377—JOLIET, Joliet, Ill., 2d & 4th Sun., 3 p. m., Castle hall.  
F. W. Hensel, 1513 E. Cass st.C  
E. B. French, 102 Winston ave.S

378—CAPITOL, Washington, D. C., 2d & 4th Sat., 8 p. m., Home Ins. bldg., 5th & G sta. N. W.  
S. A. Beard, 132 11th st. S.E...C  
W. P. Miller, box 15, Berwyn, Prince George Co., Md....S

379—CORBIN, Corbin, Ky., Sun., 9:30 a. m., I.O.O.F. hall, Main.  
A. B. Johnson.....C  
W. C. Killinger.....S

380—CADDO, Mena, Ark., Sun., 2:30 p. m., Tobin hall.  
R. L. Gordon.....C  
Warren Huribert, box 256...S

381—HOWELL, Evansville, Ind., 1st & 3d Sun., 2 p. m., 115 4th st., Dickman bldg.  
W. C. McLean, 916 U. 8th st..C  
L. B. Walts, box 84.....S

382—PITTSBURG, Pittsburg, Kan., 1st & 3d Sun., 2:30 p. m., A.O.U.W. hall, 126½ E 3d  
J. W. Nichols, 608 N. Pine...C  
Joseph Mooney, 725 E. 8th st.S  
W. B. Comer, 1304 N. Joplin.

383—ALGIERS, Lafayette, La., Sun., 2:30 p. m., K. P. hall.  
Chas. H. Lusted.....C  
J. J. Vanderlinden, 349 Belleville st., Algiers, La.....S

384—LIBERTY ISLE, Tottenham, N. Y., 4th Sun., 2 p. m., K. P. hall, Amboy ave.  
F. Seguire, 98 Washington st., Perth Amboy, N. J.....C  
W. J. Reeves.....S

385—IONIA, Ionia, Mich., 2d & 4th Sun., 10 a. m., Trades & Labor hall, Main st.  
A. W. Merriam, 316 E. Washington st. ....C  
Chas. L. D. Kench, 415 E. Main st. ....S

386—E. ST. LOUIS, E. St. Louis, Ill., 1st & 3d Sun., 1:30 p. m., Music hall.  
Wm. H. Ray, 917 St. Louis ave.C  
J. J. Wagner, box 45, Venice Ill. ....S

387—U. S. HUGHES, Anderson, Ind., 1st & 3d Sun., 2 p. m., cor. 9th & Central ave.  
Bert Thomas, 1520 Walnut st..C  
Fred Kent, 104 E. Maple st., Wabash, Ind. ....S  
R. Palmer, 28 E. Market st., Wabash, Ind.

388—ALTON, Alton, Ill., 2d Sun., 7 p. m., K. P. hall.  
J. C. McGuan, 1228 Belle st..C  
R. M. Brown, 1217 Main st...S

389—ALBUQUERQUE, Albuquerque, N. M., every Mon., 2 p. m., Odd Fellows' hall.  
G. H. Frost, 302 W. Huning..C  
F. A. Nohl, 217 N. Walter st..S

390—SMOKY VALLEY, Hoisington, Kan., 2d & 4th Sun., 2:30 p. m., New Masonic hall.  
J. B. Loubarger.....C  
Geo. W. Frits, box 433.....S

391—LONG ISLAND, Long Island City, N. Y., 2d & 4th Tues., 12:30 p. m., Smithonian hall.  
N. L. Barton, Patchogue, N.Y..C  
F. C. Newton, Port Jefferson, N. Y. ....S

392—ORANGE GROVE, San Bernardino, Cal., 2d & 4th Sat., 8 p. m., Native Sons' hall.  
A. W. Cowan, 606 G st.....C  
E. A. Vahay, R. D. No. 1....S

393—MOOSE JAW, Moose Jaw, Saskatchewan, 1st & 3d Sun., 14 k., Hitchcock's hall.  
A. L. McIntosh, box 609.....C  
W. S. Baxter, box 103.....S

394—CHOCTAW, Haileyville, Okla., 1st & 3d Sun., 2:30 p. m., Masonic hall.  
R. W. Hallum, So. McAlester, Okla. ....C  
J. H. Combs, box 396, Wilburton, Okla. ....S

395—SALT LAKE, Salt Lake City, Utah, 2d & 4th Sun., 2 p. m., K. P. hall, S. Main st.  
N. S. Swortwood, 389 E. st....C  
E. C. McCulloch, 22 Wellington Court .....S

396—LONGVIEW, Longview Tex., every Sun., 10 a. m., O. R. C. hall.  
S. M. Anderson.....C  
B. T. Stelson, box 411.....S

397—KENTON, Covington, Ky., 1st & 3d Sun., 9:30 a. m., K. P. hall, Pike & Madison.  
W. G. Woodward, 15th & Madison ave. ....C  
W. S. Mead, 2020 Garrard st.S

398—DEL RIO, Del Rio, Tex., 1st & 3d Wed., 2:30 p. m., Block's hall.  
T. J. Weed.....C  
S. B. Buchanan, box 237.....S

399—LAREDO, Laredo, Tex., Mon., 9:30 a. m., K. P. hall.  
Geo. M. Gibson.....C  
W. H. Dunn.....S

400—WELDON SPRINGS, Clinton Ill., 1st & 3d Sun., 2:30 p. m., B. of L. F. hall.  
Thos. J. Boyle, 421 W. Adams.C  
V. E. Daniels, 115 N. Elizabeth.S

401—VETERAN, Lehighton, Pa., 2d Tues., 2 p. m., 4th Tues., 7:30 p. m., Rebers' hall, S. 1st st.  
James N. Miller.....C  
W. E. Xander, L. Box 204....S

402—MASSILLON, Massillon, O., 1st Mon., 7 p. m., & 3d Sun., 1 p. m., Jr. O. U. A. M. hall, 19 E. Main st.  
J. F. Stamets, 441 S. Erie st..C  
E. H. Krause, Wellington, O.S

403—BANGOR, Bangor, Me., 2d Sun., 2 p. m., 116 Main st.  
John L. Frost, 58 Kentucky..C  
W. W. Worth, 7 Brimmer st., Brewer, Me. ....S

404—SAN JOAQUIN, Kern City, Cal., 2d & 4th Fri., 8 p. m., K. P. hall, 621 I st.  
D. S. Weir, 833 I st.....C  
C. P. Badger, 707 K st.....S

405—MISSABE, Proctor, Minn., 1st & 3d Sun., 9 a. m., Village hall.  
J. E. Code.....C  
Wm. Chisholm.....S

406—MONMOUTH, Monmouth, Ill., 2d & 4th Sun., 8 p. m., G. A. R. hall.  
John Little, 410 S. D. st.....C  
J. T. Darling, 314 S. B. st....S

407—ELK RIVER, Cranbrook, B. C., 2d & 4th Tues., 19:30 k. Carmen hall.  
D. Hopkins.....C  
D. J. Speers.....S

408—EVANSTON, Evanston, Wyo., 1st & 3d Thurs., 2:30 p. m., A. O. U. W. hall.  
G. L. Miller.....C  
H. J. Zief.....S

409—TWENTIETH CENTURY, Salem, Ill., 1st Sat., 7:30 p. m., 2d Sun., 9:30 a. m., & R. T. hall, Schwartz blk.  
A. W. Stanford.....C  
Frank Boyd.....S  
W. B. Henderson

410—BELE PLAINE, Belle Plaine, Ia., 2d Mon., 10 a. m., 4th Sun., 2:30 p. m., Red Men's hall.  
V. E. Linsley.....C  
Thomas Ogilvie.....S

411—PUEBLA, Puebla, Mex., every Wed., 8:30 p. m., 2-da Calle Juarez.  
I. C. Whiting, Apartado 116..C  
C. A. DeVancy, Apartado 116..S

412—SEQUOIA, Fresno, Cal., 1st & 3d Sun., 2:30 p. m., Union hall.  
P. G. Deyo, 909 T st.....C  
S. M. Henderson, 110 Thesta st.S

413—BAY STATE, Boston, Mass., 1st Sun., 10:30 a. m., 2d Thurs., 1:30 p. m., B. L. E. hall.  
E. M. Roberts, 39 Cambridge...C  
Royal E. Beal, 179 Broadway, Lawrence, Mass.....S

414—KALISPELL, Whitefish, Mont., 1st & 3d Sun., 2:30 p. m., Masonic hall.  
E. A. Logan.....C  
M. S. Hurley.....C  
L. A. Bruckhouser

415—WELEETKA, Sapulpa, Okla., every Sun., 2:30 p. m., I. O. O. F. hall.  
A. K. Boggs.....C  
W. Dunn.....S

416—POTTSVILLE, Pottsville, Pa., 2d & 4th Sun., 1:30 p. m., Mountain City bldg.  
Curtis H. Hartz, Cressona, Pa.C  
L. B. Wilson, 445 Mauch Chunk st.....S  
J. Fielding, 602 E. Arch st.

417—WOODSVILLE, Woodville, N. H., 1st & 3d Sun., 10:00 a. m., Davidson's hall.  
O. A. Lang, box 197.....C  
George G. Shute, box 101.....S

418—PRINCETON, Princeton, Ind., 2d & 4th Sun., 9:30 a. m., Union hall, S. Seminary.  
G. R. Swearingen, 623 S. Seminary st.....C  
J. D. Ryan, 604 S. Prince st..S

419—SHREVEPORT, Shreveport La., 2d & 4th Sun., 2:30 p. m., K. P. hall, Market st.  
Bert Kelsey, 1713 Park ave...C  
R. T. Layne, 416 Allen ave...S

420—MOUNT RUNDALL, Stelarton, N. S., 1st Sun., 14 k., Stuart's hall.  
F. D. Black.....C  
M. McGilivray, box 209.....S

421—PECOS VALLEY, Amarillo, Texas, 1st & 3d Sun., 2:30 p. m., 2d & 4th Sun., 8:00 p. m., I. O. O. F. hall.  
F. Livermore, 200 Johnson st.C  
E. L. Taylor, 403 Lincoln st..S

422—CAPE CITY, Chaffee, Mo., 1st & 3d Sun., 2 p. m., 2d & 4th Mon., 7:30 p. m., Byrd's hall.  
John Bohan.....C  
E. H. Riggs, Crystal City, Mo. box 764.....S

423—DALHART, Dalhart, Tex., 2d & 4th Sun., 2:30 p. m., B. R. T. hall, North Side.  
R. A. Tracy, box 202.....C  
Jno. M. Sammons, box 273.....S

424—DEEP WATER, Gulfport, Miss., 2d & 4th Sun., 1 p. m., Masonic hall.  
Geo. P. Dorsey, R.F.D. No. 3 Jackson, Miss.....C  
E. Longworth, 1301 30th ave..S

425—ANTHRACITE, Dunmore, Pa., 2d & 4th Sun., 2 p. m., hall over Dunmore depot.  
A. E. Snyder, Dudley st.....C  
W. E. Corvill, 232 Cherry st..S

427—BOX BUTTE, Alliance, Nebr., every Tues., 2 p. m., K. C. hall.  
J. A. Armour, 822 Box Butte..C  
T. R. Randall, 822 Cheyenne av.S

428—MONCLOVA, Monclova, Mex., every Monday at 7:30 p. m., Quinn's hall.  
W. A. Winchell, Monclova Estacion, Mex.....C  
B. J. Sturgis, box 18, Monclova Estacion, Mex.....S

429—LOCK CITY, Sault Ste. Marie, Mich., 1st & 3d Sun., 2:30 p. m., K. of C. hall.  
F. E. Swift, 526 Elizabeth st..C  
Jno. Hawshaw, Sault Ste. Marie, Ont., care A. C. Ry..S

430—MCLENNAN, Mart, Tex., 2d & 4th Sun., 2:30 p. m., K. P. hall.  
N. D. Wheeler.....C  
C. M. McIntosh, box 212.....S

431—GUILFORD, Greensboro, N. C., 2d & 4th Sun., 2 p. m., K. P. hall, S. Elm st.  
W. S. Witherspoon, 729 Pearson st.....C  
C. B. Guthrie, 411 E. Lee st..S

432—MONTERREY, Monterrey, N. L., Mex., Mondays, 1 p. m., 206 Calle De Puchla.  
H. E. Jones, 48 Calzado De Progreso.....C  
C. P. Bezanson, 79 Calzada Union.....S  
B. H. Harbin, Roosevelt hotel.

433—"AT LAST," Pittcain, Pa., 2d Sun., 7:30 p. m., I. O. O. F. hall.  
J. S. Linglebaugh.....C  
J. E. Holohan, Wall, Pa.....S

434—GREENVILLE, Greenville, Texas, every Sun., 4 p. m., Levy bldg.  
G. C. Zachry.....C  
Burt Spaulding.....S  
E. F. Odell.

435—WEST BRANCH, Clearfield, Pa., 2d & 4th Sun., 2:30 p. m., O. U. A. M. hall.  
H. Dukeman, Daisy st.....C  
H. I. Caldwell, Nichols st....S  
P. G. Johnson, Daisy st.

436—CHIHUAHUA, Chihuahua Shops, Mex., Sundays 10:00 a. m., O. R. C. hall.  
J. J. Dorey, box 2.....C  
E. D. Peiris, box 2.....S

437—TRUE BLUE, Eldon, Ia., 2d & 4th Sun., 2 p. m., K. P. hall.  
R. B. Vandyke.....C  
I. Forrest.....S

438—OSAGE, Eldon, Mo., 1st & 3d Sun., 1:30 p. m., Masonic hall.  
W. J. Mudgett.....C  
H. N. Johnston.....S

439—BIG HORN, Sheridan, Wyo., every Monday 2 p. m., K. P. hall.  
H. Johnson, 645 Gladstone st..C  
J. O. West, 244 Lewis st....S

440—PACIFIC, San Luis, Obispo, Cal., 1st Sun., 2:30 p. m., and 3d Sun., 7 p. m. Eagle's hall.  
C. B. Houser.....C  
W. A. Kesler.....S

441—MT. BLANCA, Alamosa, Colo., 2d & 4th Sun., 7:30 p. m., Kinch hall.  
G. B. Cole.....C  
Robt. Ginn, box 167.....S

442—N. D. SCOTT, Wheeling, W. Va., 2d & 4th Sun., 7:30 p. m., Trades Assembly hall.  
A. A. Gaus, 43 18th st.....C  
W. W. Baggs, Bridgeport, O..S

443—BUTLER, Du Bois, Pa., 1st & 3d Sun., 1 p. m., Eagles hall, Long ave.  
J. J. Reid, 400 3d st.....C  
R. B. Reed, 110 3d st.....S

444—OLEAN, Olean, N. Y., 1st & 3d Sun., 7:30 p. m., Sheehan hall.  
W. F. Metcalf, 431 N. 1st st..C  
O. D. Miller, 113 1/2 N. 8th st.S

445—DELMAR, Delmar, Md., 2d & 4th Sun., 3:00 p. m., Masonic hall.  
C. A. Elliott, Delmar, Del....C  
H. M. Waller, Delmar, Del...S

446—ATLANTIC CITY, Atlantic City, N. J., 2d & 4th Sun., 1:30 p. m., Cor. Atlantic and Michigan ave.  
Geo. C. Harr, 1715 Cayuga st., Philadelphia, Pa.....C  
J. H. Lance, Hammonston, N. J..S

447—CHARTERS VALLEY, Carnegie, Pa., 1st Sun., 1 p. m., 3d Wed., 6 p. m., Masonic hall.  
K. N. Rogers, Sheridanville, Pa.....C  
F. R. Thomas, 111 Dickman st.S

448—BRECKENRIDGE, Breckenridge, Minn., 1st Sun., 10:30 a. m., 3d Sun., 2:30 p. m., K. P. hall.  
Jno. A. Laird, Willmar, Minn..C  
W. A. O'Kane.....S

449—HARRISBURG, Harrisburg, Pa., 2d & 4th Sun., 1:30 p. m., Frackler's hall.  
E. F. Richwine, 349 S. 14th st.C  
W. W. Starnier, 444 S. 14th st.S  
E. T. Rafferty, box 251

450—POTOMAC, Alexandria, Va., 1st & 3d Sun., 2:30 p. m., over National Bank.  
R. H. Sherman, 218 N. Fairfax st.....C  
W. B. Smithers, 116 N. Columbus st.....S

451—HAMLET, Hamlet, N. C., 1st & 4th Sun., 2 p. m., B. L. E. hall.  
W. B. Carson, box 261.....C  
C. A. White, box 317.....S

452—RAILSBACH, Richmond, Ind., 2d Sun., 2:30 p. m., 4th Sun., 7:30 p. m., Red Men's hall.  
L. E. Wellbaum, 6 Ft. Wayne ave.....C  
V. D. Noland, 119 N. 16th st..S

453—ENDERLIN, Enderlin, N. D., 1st & 3d Sun., 2 p. m., Masonic hall.  
W. W. Shaw.....C  
T. L. Longley.....S

454—HUNTER, Marshall, Tex., 1st & 3d Sun., 2 p. m., K. P. hall.  
F. L. Jordan, 405 N. Bolivar ..C  
W. F. Thompson, 401 N. Washington st.....S  
E. H. Neimeyer, 601 N. Bolivar.

455—FILLYAW, Florence, S. C., 1st & 3d Sun., 8:30 p. m., Masonic Temple.  
J. V. Harker.....C  
L. C. Jones, box 123.....S

456—EVERETT, Everett, Wash., 2d & 4th Sun., 8 p. m., I. O. O. F. hall, Westmore ave.  
N. Peltier, 2021 Summit st....C  
T. F. O'Day, 2201 Walnut st..S

457—GEORGIA, Atlanta, Ga., every Sun., 2 p. m., Kiser bldg.  
W. A. Woodall, Ft. Valley, Ga.C  
W. N. Harbins, 168 W. North.S

458—**LAKELAND**, Lakeland, Fla., every Sun., 10 a. m., K. P. hall.  
*J. D. Wadkins*.....C  
*W. T. Overstreet*, L. box 348..S

459—**CHAMPAIGN**, Champaign, Ill., ad Tues., 7 p. m., 4th Sun. 2 p. m., Engineers' hall.  
*E. G. Johnston*, 636 S. Randolph st. ....C  
*W. H. McGee*, 606 S. State st..S

460—**KOKANEE**, Nelson, B. C., ad Sun. 14 k. Fraternity hall.  
*T. C. Peck*, Midway, B. C....C  
*A. Halkett*, box 216.....S  
*J. Bradshaw*, box 628.

461—**WHITEHALL**, Whitehall, N. Y., ad & 4th Sun. 3 p. m., cor. Canal & Saunders sts.  
*J. E. Rhodes*.....C  
*Geo. A. Hale*, box 253.....S  
*O. S. Benjamin*.

462—**ANTIGO**, Antigo, Wis., 1st & 3d Sun., 10 a. m., Elks' hall.  
*D. H. Duval*, 1018 3d ave....C  
*D. E. Rockwood*, 837 1st ave..S

463—**CALGARY**, Calgary, Alberta, ad & 4th Sun., 14:30 k. I. O. O. F. hall.  
*D. McNeil*, 203 14th ave. E....C  
*F. Lance*, 237 14th ave. E.....S

464—**BRANDON**, Brandon, Man., ad & 4th Sun., 14 k., Odd Fellows' hall, 8th st.  
*S. R. Smith*.....C  
*Thos. Brownlee*, box 604.....S  
*C. R. Rupp*.

465—**E. SALAMANCA**, E. Salamanca, N. Y., 1st & 3d Sun., 7:30 p. m., Union hall.  
*M. J. Donnellan*, Care Wildwood house .....C  
*M. Griffin*, 76 Forman st., Bradford, Pa. ....S

466—**INGOT**, Houghton, Mich., 1st Thurs., & 3d Sun., 8:30 p. m., Hartman's hall.  
*C. E. Avery*, 241 Albion st....C  
*P. F. Robins*, 331 Edwards st..S

467—**WABASH TERMINAL**, Carnegie, Pa., 3d Sun., 1:30 p. m., Odd Fellows' hall.  
*L. C. Bingleman*, gen. del., Pittsburg, Pa. ....C  
*J. S. Aitkin*, R. F. D. 2.....S

468—**ENID**, Enid, Okla., 1st & 3d Sun., 7:30 p. m., Masonic hall.  
*J. W. Gettel*, 904 N Grand...C  
*W. P. Leslie*, 902 W Randolph..S

469—**GARLAND CITY**, Watertown, N. Y., 1st Mon., 8 p. m., 3d Sun. 2:30 p. m., K. P. hall.  
*S. A. Jones*, 644 Leroy st....C  
*E. D. Bennett*, 524 Stone st...S

470—**MISSION**, Los Angeles, Cal., 1st Tues. 2 p. m., 3d Wed. 8 p. m., Mammoth hall, No. 4.  
*C. R. Miller*, 618 Cit. Nat. Bk. C  
*C. M. Hitchens*, 1662 W. Jefferson st. ....S

471—**MONONGAHELA**, Pittsburg, Pa., ad Sun., 7:30 p. m., 4th Sun., 10:30 a. m., 27th & Sarah.  
*Edw. Murray*, 1119 Hayes ave.  
*Carrick*, Pa. ....C  
*W. R. Williams*, N. View & Oakley sts., S. S.....S

472—**FAIRMONT**, Fairmont, W. Va., 1st Sun., 2:30 p. m., 3d Sat., 7:30 p. m., Red Men's hall.  
*W. C. Myers*, 115 State st....C  
*F. H. Brumage*, 408 Market st. S

473—**SHAWMUT**, St. Mary's Pa., ad & 4th Sun., 2 p. m., Hall's Bldg., 109 St. Mary st.  
*C. E. Decker*, 46 St. Marys st. C  
*A. J. Learn*, 4th st.....S

474—**COPPER CITY**, Douglas, Ariz., 1st & 3d Fri., 8 p. m. I. O. O. F. hall.  
*T. J. Gentry*, 1048 14th st....C  
*J. P. Nash*, box 521.....S

475—**WHITE RIVER**, Crane, Mo., ad & 4th Sun., 7 p. m., Masonic hall.  
*Robert Douglas* .....C  
*R. W. Kelly*.....S

476—**OKLAHOMA**, Oklahoma City, Okla., ad & 4th Sun., 2:30 p. m., Eagles' hall.  
*W. E. Zink*, 317 E. 3d st....C  
*W. L. Hopkins*, Saratoga hotel..S

477—**VIRGINIA**, Charlottesville, Va., ad Mon., 2 p. m., 4th Sat. 7:30 p. m., Odd Fellows' hall.  
*J. S. Wilson*, 205 Monticello..C  
*R. W. Childress*, 5 Belmont ave.S

478—**MIZPAH**, Goldfield, Nev., 1st & 3d Sun., 8 p. m., Carpenters' Union hall.  
*W. A. Cheek*, Tonopah, Nev...C  
*K. D. Speer*, box 1937.....S

479—**MILAN**, Milan, Mo., ad & 4th Sun., K. P. hall.  
*E. Morton*, Quincy, Ill.,.....C  
*H. H. Tittle*.....S

480—**PINEY WOODS**, Silsbee, Tex., 1st & 3d Sun., 1:30 p. m., K. P. hall.  
*J. W. Nelms*, box 42.....C  
*T. H. White*, box 32.....S

481—**BELLEFONTAINE**, Bellefontaine, O., ad & 4th Sun., 2 p. m.  
*John Hayes*, 2214 Depot st., Indianapolis, Ind. ....C  
*A. Loehr*, 208 Oakland Sq....S

482—**CEDAR VALLEY**, Cedar town, Ga., 1st & 3d Sun., 2 p. m., Holmes & Pitts Bldg.  
*L. C. Morgan*.....C  
*T. F. Thompson*.....S

483—**MINOT**, Minot, N. D., ad & 4th Sun., 2:30 p. m., Wheeler hall.  
*A. J. Davis*.....C  
*T. F. Records*, box 285.....S

484—**COLONEL LULL**, Chambersburg, Pa., 1st & 3d Sun., 2:30 p. m., K. of G. E. hall.  
*M. L. Keller*, 308 E. Wash. st. C  
*W. L. Dornberger*, 559 Broad..S

485—**ETOWAH**, Etowah, Tenn., Sun. 2 p. m., O. R. C. hall.  
*J. L. Brenizer*.....C  
*A. P. Burgin*.....S

486—**BOURBON**, Paris, Ky., 1st & 3d Sun., 1 p. m., Elks' hall.  
*H. B. Arnold*, 248 Winchester. C  
*J. M. Smelser*.....S

487—**MT. STEPHEN**, Revelstoke, B. C., ad Fri., 19 k., & 4th Sun., 14 k., Selkirk hall.  
*A. J. Patterson*, Kamloops, B. C. C  
*J. J. Porter*, box 275.....S

488—**WILLIAMSPORT**, Newberry, Va., ad & 4th Sun., 1 p. m. I. O. O. F. hall, Arch & Water.  
*O. A. Herman*, Hughesville, Pa. C  
*J. F. Cupp*, 2406 W. 4th st...S

489—**RIVIERE DU LOUP**, Riviere du Loup, Quebec, 1st & 3d Sun., 7 p. m. B. L. E. hall.  
*J. N. St. Pierre*, Riviere du Loup Station, P. Q.....C  
*F. E. King*, Riviere du Loup Station, P. Q. ....S

490—**PAVONIA**, Jersey City, N. J., 3d Sun., 2 p. m., Union hall, cor. 4th and Grove.  
*L. F. Ginocchio*, 16 Main st.  
*W. Orange*, N. J.....C  
*J. P. Ferson*, 494 Grove st....S

491—**WESTON**, Weston, W. Va., 1st & 3d Sun., 1:30 p. m., I. O. O. F. hall, Main st.  
*David Curran* .....C  
*W. F. Miles*, box 318.....S

492—**CANASTOTA**, Palmerston, Ont., ad Sun., 2:30 p. m., A. J. U. W. hall, Main st.  
*F. L. Lewis*.....C  
*P. W. Cordingly*.....S

493—**MT. UNION**, Prescott, Ariz., ad & 4th Sun., 8 p. m., I. O. O. F. hall.  
*Thos. W. Spratt*.....C  
*H. E. Shaw*.....S

494—**WINDSOR**, Windsor, Ont., ad & 4th Sun., 2:30 p. m., Victoria hall, Fleming blk.  
*R. F. Whyte*, 104 Victoria ave. C  
*Godber Jackson*, 114 Goyeau st. S

495—**BATTLEFORD**, North Battleford, Saskatchewan, ad & 4th Sun., 14 k., Battleford Trading Co. hall, Main st.  
*J. L. Cameron*, box 19.....C  
*W. O. Fowler*, Hotel Sask....S

496—**WAPELLO**, Ottumwa, Ia., ad Sun., & 4th Mon., 7:30 p. m., B. of L. F. & E. hall.  
*F. H. Hahn*, 224 N. McLean..C  
*F. C. Bell*, 401 N. Clay st....S

497—**QUEEN'S POINT**, Keyser, W. Va., 1st Sun., 3d Mon., 1:30 p. m., Odd Fellows' hall.  
*W. B. Newman*, 107 Main st..C  
*J. T. Compton*, 457 Barnes st. S  
*J. M. Cather*, 361 Piedmont st.

498—**HILLYARD**, Hillyard, Wash., ad & 4th Sun., 10 a. m., I. O. O. F. hall.  
*R. E. Banks*.....C  
*S. L. Cowles*, box 163.....S

499—**OUACHITA VALLEY**, Monroe, La., ad & 4th Sun., 2 p. m., Red Men's hall.  
*J. W. Wayland*, 900 St. John..C  
*F. J. Bailey*, 817 St. Ann st., Alexandria, La. ....S

500—**NEW LONDON**, New London, Conn., ad & 4th Sun., 2 p. m., Mohegan Lodge room.  
*F. W. Newell*, 841 Bank st....C  
*Geo. L. Spafford*, 105 Broad st. S

501—**SAMUEL SPENCER**, Murphysboro, Ill., ad Sun., 2 p. m., 4th Sun., 7:30 p. m., A. O. U. W. hall.  
*R. E. Corley*, Pine st.....C  
*W. J. Howell*, 1605 Logan st..S

502—**WHEELER**, Elkins, W. Va., 1st Sat. 8:30 p. m., 3d Sun. 1 p. m., K. P. hall, 3d st.  
*A. H. Glenn*, 24 Chestnut st...C  
*B. F. Knaggs*, 208 Buffalo st..S

503—**MT. LOWE**, Los Angeles, Cal., ad & 4th Sun., 10 a. m., Rosier hall, 1500 N. Main st.  
*L. M. Hamilton*, 1233 Elden..C  
*H. L. Muhl*, 321 S. Olive st...S

504—**MONROE**, Monroe, N. C., ad & 4th Sun., 2:30 p. m., Masonic hall.  
*S. H. Green*.....C  
*A. L. Dearing*, box 505.....S

505—**HAZLETON**, Hazleton, Pa., 1st & 3d Sun., 2 p. m., Union hall.  
*Frank McBairty*, 444 E. Walnut st. ....C  
*G. L. Winters*, 430 E. Walnut. S

506—FITZGERALD, Fitzgerald, Ga., 1st & 3d Sun., 1:30 p. m., I. O. O. F. hall.  
I. T. Bass, Oglethorpe, Ga....C  
J. F. Thompson.....S

507—TEAGUE, Teague, Tex., Sun., 2:30 p. m., O. R. C. hall.  
C. F. Hamilton.....C  
R. J. Sloat.....S

508—HAMMOND, Hammond, Ind., 2d Sun., 2 p. m., & 4th Sun., 7 p. m., Weis hall.  
E. G. Steineck, 620 Truman ave. C  
J. C. Collins, 645 Summer st...S

509—JOHN STEVENSON, Villa Grove, Ill., 1st & 4th Sun., 2 p. m., I. O. O. F. hall.  
S. M. Collins.....C  
J. F. Scott, box 157.....S

510—CROOKSTON, Crookston, Minn., 2d & 4th Sun., 8:30 p. m., Viking Chorus hall.  
D. F. Miller, O'Brien blk....C  
P. C. Keeley, 103 Washington...S

511—COLUMBUS, Columbus, Miss., every Sun., 9 a. m., B. L. E. hall, Main st.  
E. B. Taylor, 1117 College ave. C  
T. M. McCall, 919 4th ave. N...S

512—MOUNT NAIRN, Dauphin Man., 2d & 4th Sun., 14:30 k., I. O. O. F. hall.  
D. L. Cox.....C  
G. A. Clay, box 121.....S

513—LUDLOW, Ludlow, Ky., 1st Sun., 2 p. m., 3d Tues., 8 p. m., I. O. O. F. hall, Elm & Butler.  
O. A. Haley, 12 Davis st....C  
J. E. Hamery, 103 Elm st.....S

514—GRAND ISLAND, Grand Island, Neb., 1st & 3d Sun., 2 p. m., I. O. O. F. hall.  
Gid J. Hall, 215 W. 8th st....C  
T. F. Costello, 102 E. 6th st...S

515—TEXOKLA, Wichita Falls, Tex., Sun., 2 p. m., K. P. hall.  
B. C. Mon Pleasure, Argyle hotel.....C  
J. B. Barry, box 611.....S

516—VALLEY FORGE, Norris-town, Pa., 2d & 4th Sun., 1:30 p. m., Odd Fellows' Temple.  
I. J. Vercoe, Bridgeport, Pa...C  
H. A. Ruppe, Taylor House, 221 DeKalb st. ....S

517—KANAWHA, Dickinson, W. Va., 2d & 4th Sun., 3 p. m., I. O. O. F. hall.  
J. E. Ratliff, Quincy, W. Va...C  
G. W. Douglass, Quincy, W. Va.....S

518—SHASTA, Dunsmuir, Cal., 1st & 2d Sun., 7 p. m., Branstetter's hall.  
E. R. Croston, Ashland, Ore...C  
L. Bradford, box 471, Ashland, Ore.....S

519—COMMUNIPAW, Jersey City, N. J., 2d & 4th Mon., 9:30 a. m., VanHorn & Communipaw ave.  
Daniel Eastman, 166 Claremont ave.....C  
Sanford Carpenter, 59 Monitor S

520—BULLFROG, Las Vegas, Nev., 1st & 3d Mon., 7:30 p. m., Hickey's hall, Front st.  
C. M. McGovern, box 121....C  
C. E. Doran, box 274.....S

521—CANTON, Canton, O., 1st & 3d Sun., 1:30 p. m., Bast hall, N. Market.  
L. E. Brown, 1923 E. 4th st...C  
J. H. Fry, 829 Harriett st....S

522—PRATT, Pratt, Kans., 2d & 4th Sun., 2 p. m., M. W. A. hall.  
Ben F. Beam, box 595.....C  
A. J. Hall, L. box 424.....S

523—ROYAL BLUE, Flora, Ill., 1st & 3d Sun., 1 p. m., Woodman's hall.  
G. A. Hamer, North ave. and Main st. ....C  
H. W. Murray, box 120.....S

524—KINGSTON, Kingston, N. Y., 4th Sun., 2 p. m., Cooney's hall.  
C. M. C. Kelley, 55 Garden st...C  
M. J. Cunningham, 121 Cedar...S

525—ELDORADO, Eldorado, Ark., every Mon., 8 p. m., B. of L. F. hall.  
I. W. Dixon.....C  
S. J. Whitcomb, box 315.....S

526—TORREON, Torreon, Mex., 1st & 3d Sun., 10:30 a. m., 2d & 4th Sun., 7:30 p. m., Masonic hall, Ramos Arizpi 120.  
J. H. Thompson, 1510 Ave. Morelas .....C  
W. E. Spooner, 204 Juan de Fuente.....S

527—SOUTHLAND, Jacksonville, Tex., 2d & 4th Sun., 2 p. m., K. P. hall.  
A. Felton.....C  
J. W. Taylor, box 302.....S

528—MILES CITY, Miles City, Mont., 1st & 3d Sun., 2 p. m., Wibaux hall, Main st.  
Geo. F. Cobb.....C  
R. E. Penswell.....S

529—THREE FORKS, Three Forks, Mont., 1st & 3d Sun., 1:30 p. m., Russell hall.  
E. B. Veltan.....C  
J. W. Drake.....S

530—WM. PENN., West Philadelphia, Pa., 1st & 3d Sun., 2 p. m., Schneider hall.  
H. L. Hines, 1712 N. Wilton st. C  
W. S. Wear, 4329 Westminster ave.....S

531—ENTERPRISE-ROAD, Parry Sound, Ont., 2d & 4th Sun., 2 p. m., Hagan's hall.  
J. M. Hamilton, 14 Montrose ave., Toronto, Ont.....C  
A. A. McEwan, River st....S

532—MIZPAH, San Rafael, Cal., 1st & 3d Wed., 8 p. m., Masonic hall, 4th st.  
Jas. L. Haley, 107 5th st....C  
J. A. Saunders, 37 Mission st...S

533—LEVIS, Levis, P. Q., 2d Fri., & 4th Sun., 2 p. m., Artisan hall, 15 Eden st.  
I. Bouthilllette.....C  
L. Gingras, Etchemin Bridge, P. Q. ....S

534—HOXIE, Hoxie, Ark., 1st & 3d Sun., 7:30 p. m., 2d & 4th Sun., 2 p. m., Whalen hall.  
M. E. Shaffner.....C  
J. L. Foster, box 131.....S

535—ROCKY MOUNT, Rocky Mount, N. C., 2d & 4th Sun., 10 a. m., Elks' hall.  
C. M. Bartholomew.....C  
G. H. Young.....S

536—THUNDER BAY, Port Arthur, Ont., 2d & 4th Mon., 14 k., I. O. O. F. hall, Arthur st.  
A. Bolduc, 68 Jean st.....C  
E. Thomson, 103 Algoma st...S

537—TUCUMCARI, Tucumcari, N. M., every Sun. 7:30 p. m., I. O. O. F. hall.  
Emory Brown.....C  
C. M. Parsons, box 205.....S

538—AMERICUS, Americus, Ga., 2d Sun., 9:30 a. m., 4th Sun., 1:30 p. m., K. P. hall, Windsor ave.  
G. W. Poole, Jackson ave....C  
H. C. Turner, 20 Lee st.....S

539—THIEF RIVER FALLS, Thief River Falls, Minn., 2d & 4th Sun., 10 a. m., Masonic Temple.  
G. W. Nicholson.....C  
P. J. Keely.....S

540—GUADALAJARA, Guadalupe, Mex., every Sat., 8 p. m., Masonic hall.  
H. W. Dockendorf, care F. C. C. M. ....C  
D. A. Kelly, 162 Lapiz Catilla..S

541—SASKATCHEWAN, Melville, Sask., 1st & 3d Sun., 14k, Commons hall.  
J. A. Albrant.....C  
J. T. Otterson.....S

542—PRAIRIE CITY, Lethbridge, Alberta, 2d & 4th Sun., eve., Labor Temple.  
Sam Hayes.....C  
R. T. Tiffin.....S

543—TIM JEWETT, Jackson, Miss., 1st & 3d Sun., 10 a. m., Pythian Temple.  
J. A. Fulmer, box 52, W. Jackson Station.....C  
W. O. Rea, 454 W. Silas Brown St. ....S

544—RUSSELLVILLE, Russellville Ky., 1st Mon., & 3d Sun., 8 p. m., Masonic hall, Main st.  
E. B. Tooley.....C  
A. Whitaker.....S

545—CLINCHFIELD, Johnson City, Tenn., 2d & 4th Sat., 8:30 p. m., K. P. hall.  
Lynch Thompson.....C  
J. E. Wade.....S

546—MERIWETHER, Manchester, Ga., 2d & 4th Sun., 2 p. m., O. A. McCain.....C  
W. B. Faircloth.....S

547—BRAZIL, Brazil, Ind., 2d & 4th Sun., 3:30 p. m., K. P. hall.  
C. H. Wilbert, 104 E. Logan st. C  
F. L. Richmond, 403 S. Chicago ave. ....S

549—EGYPTIAN, Carbondale, Ill., 2d Sun., 9:30 a. m., 4th Sun., 7:30 p. m., Masonic hall.  
J. E. Youngblood, 3950 Russell ave., St. Louis, Mo.....C  
A. E. Damon, 501 N. East st...S

# General Adjustment Committee Organizations.

C, Chairman

S, Secretary

A. C. & H. B. R. R.  
Jno. Hawkshaw, Care A. C.  
Ry., Sault Ste Marie, Ont. C  
Joe Whelan, Box 217, Sault  
Ste Marie, Ont. ....S

ANN ARBOR R. R.  
H. F. Manahan, 505 San-  
dusky st., Toledo, O. ....C  
Geo. McLaughlin, 327 N.  
Hickory, Owosso, Mich. ....S

A. T. & S. F. COAST LINES  
C. F. Rensch, 302 9th st., San  
Bernardino, Cal. ....C  
F. S. Houghton, 2100 19th  
st., Bakersfield, Cal. ....S

A. T. & S. F. SYSTEM  
H. C. Vaughan, 1028 E. 23d  
st., Kansas City, Mo. ....C  
J. M. Harrison, Box 155 Al-  
buquerque, N. M. ....S

ATLANTA & WEST POINT  
J. W. Harrison, East Point, Ga. C  
H. P. Williamson, 91 Loomis  
ave., Atlanta, Ga. ....S

A. B. & A. R. R.  
W. O. Smith, Waycross, Ga. ....C  
.....S

ATLANTIC COAST LINE  
S. J. Brooks, 1112 Decatur st.,  
Manchester, Va. ....C  
C. E. McCulloch, Wilmington,  
N. C. ....S

BALTIMORE & OHIO R. R.  
W. J. Burke, 1119 Farmers  
Bank Bldg., Pittsburg, Pa. ....C  
.....S

B. & O. S. W. R. R.  
J. T. DePrates, 3938 Botanical  
ave., St. Louis, Mo. ....C  
T. D. Fessenden, 1528 La  
Salle st., St. Louis, Mo. ....S

BALT. CHES. & ATL.  
G. B. Givans, Berlin, Md. ....C  
B. J. Hayman, Claiborne, Md. ....S

BANGOR & AROOSTOOK  
M. McLean, 82 Second St.,  
Bangor, Me. ....C  
W. W. Worth, 7 Bremmer St.,  
Brewer, Maine. ....S

BESSEMER & LAKE ERIE  
A. H. Mosher, Albion, Pa. ....C  
J. A. Hall, Albion, Pa. ....S

BOSTON & ALBANY R. R.  
G. A. Merrill, 43 Franklin st.,  
So. Framingham, Mass. ....C  
A. W. Edmonds, 13 Alden st.,  
Allston, Mass. ....S

BOSTON & MAINE R. R.  
B. H. Morrill, 114 Plainfield  
st., Springfield, Mass. ....C  
H. T. Drew, 10 Abbott st.,  
So. Lawrence, Mass. ....S

B. R. E. & L. R. R.  
F. N. Belcher, 301 Winthrop  
st., Winthrop, Mass. ....C  
J. E. Whittington, 29 Ashley  
ave., East Boston, Mass. ....S

BUFFALO & SUSQUEHANNA  
S. C. Stambaugh, Galetton, Pa. C  
C. E. Jacobs, Galetton, Pa. ....S

B. R. & P. RY.  
Wm. Troan, 215 Morrison st.,  
DuBois, Pa. ....C  
S. V. Holohan, 669 Plymouth  
ave., Buffalo, N. Y. ....S

CANADIAN NORTHERN RY.  
E. F. Rasey, Portage La  
Prairie, Man. ....C  
A. Friday, Norwood, Winni-  
peg, Man. ....S

CAN. NOR. ONTARIO  
E. Woodruff, 109 Arthur st.,  
Toronto, Ont. ....C  
A. A. McEwan, Parry Sound,  
Ont. ....S

CANADIAN PACIFIC RY.  
W. G. Chester, 536 Bannatyne  
ave., Winnipeg, Man. ....C  
W. C. Risteen, 140 Alfred st.,  
Winnipeg, Man. ....S

CENTRAL NEW ENGLAND.  
D. O'Hearn, Millerton, N. Y. C  
C. E. Hinman, 64 Belden st.,  
Hartford, Conn. ....S

CENTRAL OF GEORGIA  
J. Reichert, 1515 Fifth Ave.,  
Columbus, Ga. ....C  
J. W. Hall, 157 3d st., Macon,  
Ga. ....S

CENTRAL OF NEW JERSEY  
L. P. Titus, 165 W. 80th st.,  
New York City, N. Y. ....C  
E. Mumbower, 412 Centre st.,  
Mauch Chunk, Pa. ....S

CENTRAL VERMONT RY.  
J. C. Hurley, 24 Upper Wel-  
don st., St. Albans, Vt. ....C  
R. F. Wheeler, Brattleboro, Vt. S

C. & W. C. RY.  
G. W. Marshall, 403 Walker  
st., Augusta, Ga. ....C  
W. A. Wallace, care C. W. &  
C. Ry., Augusta, Ga. ....S

CHESAPEAKE & OHIO RY.  
W. T. Crawford, C. & O. Ry.,  
Huntington, W. Va. ....C  
W. Ridgeway, 700 13th St.,  
Ashland, Ky. ....S

CHICAGO & ALTON R. R.  
E. B. Watson, 5016 Ridge ave.,  
St. Louis, Mo. ....C  
C. E. Howard, Slater, Mo. ....S

C. & E. I. R. R.  
S. F. Rowe, Watska, Ill. ....C  
F. C. Hurst, 423 S. East ave.,  
Oak Park, Ill. ....S

C. & N. W. RY.  
G. H. Steele, 317 8th ave.,  
Clinton, Ia. ....C  
D. R. Stevens, Chadron, Neb. S

C. B. & O. RY.  
J. B. Tanney, 516 S. 28th st.,  
Lincoln, Neb. ....C  
R. F. Ledford, 204 Chestnut  
st., Hannibal, Mo. ....S

C. C. & L. R. R.  
D. E. Shea, 508 W. 2d st.,  
Peru, Ind. ....C  
A. B. Rothwell, 315 W. 3d st.,  
Peru, Ind. ....S

C. G. W. RY.  
S. Lee, 1316 Woodland ave.,  
Des Moines, Ia. ....C  
F. T. Young, 821 Shady ave.,  
St. Joseph, Mo. ....S

C. I. & L.  
J. B. Condon, 5539 Prairie  
ave., Chicago, Ill. ....C  
J. O'Mara, 2332 La Salle st.,  
Indianapolis, Ind. ....S

C. I. & S. R. R.  
F. L. Howard, 274 5th ave.,  
Kankakee, Ill. ....C  
F. Grandler, 110 Station st.,  
Kankakee, Ill. ....S

C. L. S. & E. RY.  
L. Boecker, 9008 Houston  
ave., South Chicago, Ill. ....C  
L. J. Havert, box 116, Rose-  
ville, Ill. ....S

C. M. & ST. P. RY.  
W. J. Durbin, 3256 Cedar st.,  
Milwaukee, Wis. ....C  
Jerry Mallen, 405 Washington  
ave., Madison, Wis. ....S

C. P. & St. L. RY.  
J. W. Wood, 124 E. Arcadia  
ave., Peoria, Ill. ....C  
J. J. Sullivan, 924 N. 9th St.,  
Springfield, Ill. ....S

C. R. I. & P. R. R.  
W. Stephens, 2007 E. 35th st.,  
Kansas City, Mo. ....C  
E. W. Sumpter, 2715 Prospect  
ave., Kansas City, Mo. ....S

C. ST. P. M. & O. R. R.  
G. W. Carter, 1906 N. 28th  
st., Omaha, Neb. ....C  
J. J. Quinn, 732 Lawson st.,  
St. Paul, Minn. ....S

C. T. T. Co.  
C. F. McKeivry, East Chicago,  
Ind. ....C  
S. J. Derry, 793 Walnut st.,  
Chicago, Ill. ....S

CHIHUAHUA & PACIFIC  
A. L. Shriner, Apartado 262  
Chihuahua, Mex. ....C  
O. L. Archer, care C. & P.  
Ry., Chihuahua, Mex. ....S

C. H. & D. RY.  
Geo. Campbell, 239 N. Arsenal  
ave., Indianapolis, Ind. ....C  
F. P. Wirtz, Glendale, O. ....S

C. L. & N. RY.  
L. Collins, care C. L. & N.  
Ry., Court st., Cincinnati, O. C  
C. C. Talley, 543 Woodward  
st., Cincinnati, O. ....S

C. A. & C. RY.  
W. E. Miller, Orrville, Ohio. C  
J. J. Johnson, 25 Ella st.,  
Orrville, O. ....S

C. C. & ST. L. RY.  
G. W. Hardesty, 2529 Ashland  
Ave, Indianapolis, Ind. ....C  
P. A. Powell, 1260 Warder  
st., Springfield, O. ....S

COAL & COKE RY.  
L. D. Morris, Bellington, W.  
Va. ....C  
D. H. Fink, Gassaway, W. Va. S

COLORADO & SOUTHERN  
J. F. Reilly, 218 E. Kansas  
ave., Trinidad, Colo. ....C  
J. B. Jenks, 3365 Hayward  
Place, Denver, Colo. ....S

COLORADO MIDLAND RY.  
W. S. Steele, 1824 Colo ave.,  
Colorado Springs, Colo. ....C  
C. S. Gilbert, 822 E. High st.,  
Colorado Springs, Colo. ....S

COLO. STHN. N. O. & PAC.  
C. H. Fewell, 2509 Texas ave.,  
Houston, Tex. ....C  
T. H. Foley, 2018 Texas ave.,  
Houston, Tex. ....S

C. S. & C. C. D. RY.  
J. W. Prosser, 215 Lincoln  
ave., Colorado City, Colo....C  
S

COPPER RANGE R. R.  
Geo. Lavenger, 297 Douglas  
st., Houghton, Mich.....C  
Ed. Murray, 281 South st.,  
Houghton, Mich.....S

CUMBERLAND & PENNA.  
C. A. Miller, Mt. Savage, Md..C  
J. F. McGuigan, Westerport,  
Md.....S

CUMBERLAND VALLEY  
John Betz, Chambersburg, Pa..C  
D. M. Keefer, 491 E. King  
st., Chambersburg, Pa.....S

DELAWARE & HUDSON CO.  
W. C. Garney, 18 Munsell st.,  
Binghamton, N. Y.....C  
S

D. L. & W. R. R.  
J. T. Downey, 61 Sunset ave.,  
Utica, N. Y.....C  
B. L. Bennett, 1906 College  
ave., Elmira, N. Y.....S

DENVER & RIO GRANDE  
Hugh Long, 1217 Clayton st.,  
Denver, Colo.....C  
J. H. Simister, 2239 Van  
Buren ave., Ogden, Utah...S

D. N. W. & P. RY.  
M. J. Broderick, 3430 Quivas  
st., Denver, Colo.....C  
Frank Spaulding, 3430 Quivas  
st., Denver, Colo.....S

D. I. F. & N. RY.  
J. H. Spencer, 1828 Hewitt  
st., Des Moines, Ia.....C  
John Johnson, 905 E. Walnut  
st., Des Moines, Ia.....S

D. T. & I. RY.  
Van Oren, 1619 So. Fountain  
ave., Springfield, O.....C

DOMINION ATLANTIC RY.  
N. E. Margeson, Kentville, N. S. C  
J. Minnie, Kentville, N. S. S...S

DRY FORK RY.  
G. E. Davis, Hendricks, W.  
Va.....C  
T. W. Flanagan, Hendricks,  
W. Va.....S

DULUTH & IRON RANGE  
Paul Barcomb, Two Harbors,  
Minn.....C  
G. E. Mills, Box 702, Two  
Harbors, Minn.....S

D. M. & N. RY.  
Wm. Hickox, Proctor, Minn..C  
N. C. Thomas, Proctor, Minn..S

D. S. S. & A. RY.  
R. W. O'Neil, 319 E. Hewitt  
ave., Marquette, Mich.....C  
Guy Reed, Flat D., Bdw. Flats,  
Superior, Wis.....S

ELGIN, JOLIET & EASTERN  
F. W. Hessel, 1513 E. Cass  
st., Joliet, Ill.....C  
R. T. Cherry, 102 Hebbard  
st., Joliet, Ill.....S

EL ORO RY.  
D. Morrow, Box 38, El Oro,  
Mex.....C

EL PASO & SOUTHWESTERN  
E. B. Jones, box 356, Tucum-  
cari, N. M.....C  
J. E. Bell, box 271, Carrizozo,  
N. M.....S

ERIE R. R.  
T. Welch, 17 2d st., Port  
Jervis, N. Y.....C  
C. E. Stelckel, 110 Temple st.,  
Owego, N. Y.....S

E. & T. H. R. R.  
W. C. McLean, 916 Upper  
8th st., Evansville, Ind....C  
P. W. Maroney, 1700 E.  
Franklin st., Evansville, Ind.S

F. & C. C. R. R.  
F. J. Ives, 819 River st.,  
Canon City, Colo.....C  
A. H. Smith, 1115 Macon ave.,  
Canon City, Colo.....S

FLORIDA EAST COAST RY.  
E. Dilworth, St. Augustine, Fla.C  
B. Hale, 729 W. Monroe st.,  
Jacksonville, Fla.....S

FORT SMITH & WESTERN  
E. S. Lowther, box 288, Guth-  
rie, Okla.....C  
W. Smith, Ft. Smith, Ark.,  
Care Ft. S. & W. Ry.....S

Ft. W. & D. C. RY.  
J. A. Murphy, 414 Louisiana  
ave., Ft. Worth, Tex.....C  
F. E. Brown, 205 Pierce st.,  
Amarillo, Texas.....S

FRISCO (ST. L. & S. F.)  
C. H. Hasell, 615 W. Walnut  
st., Springfield, Mo.....C  
E. H. Riggs, Box 764 Crystal  
City, Mo.....S

FRISCO (IN TEXAS.)  
F. E. Davis, 1800 Fairmont  
ave., Fort Worth, Tex.....C  
W. O. Powers, 107 John st.,  
Fort Worth, Tex.....S

GEORGIA R. R.  
J. L. Oliver, 1055 Walnut st.,  
Macon, Ga.....C  
C. L. McLaughlin, Camak, Ga.S

G. S. & F. RY.  
H. Dickinson, 145 Academy  
st., Macon, Ga.....C  
W. E. Gray, 1542 3d st.,  
Macon, Ga.....S

G. V., G. & N. RY.  
W. H. Worden, Globe, Ariz...C  
R. A. Flood, box 120, Globe,  
Ariz.....S

GRAND TRUNK—EAST.  
Thos. Todd, 202 McNabb st.,  
N. Hamilton, Ont.....C  
M. D. Hushin, Stratford, Ont.S

GRAND TRUNK—WEST.  
M. C. Cary, 1229 Pine Grove  
ave., Port Huron, Mich....C  
G. E. Houghton, 240 Marston  
ave., Detroit, Mich.....S

GREAT NORTHERN RY.  
T. F. Richardson, Merchants  
Hotel, St. Paul, Minn....C  
H. A. Daniels, 1221 3d st. N.,  
St. Cloud, Minn.....S

GREEN BAY & WESTERN  
F. H. Seymour, 802 Cora st.,  
Green Bay, Wis.....C  
G. W. Biglow, Main & Phil-  
lips, Stevens Point, Wis...S

GULF & SHIP ISLAND R. R.  
C. S. Williams, W. Jackson  
Station, Jackson, Miss....C  
S. A. Winborn, Gulfport, Miss.S

G. C. & S. F. RY.  
H. W. Smith, 515 N. 1st st.,  
Temple, Tex.....C  
J. V. Russ, Conroe, Tex.....S

HALIFAX & S. W. RY.  
H. L. Edwards, Bridgewater,  
N. S.....C  
H. Mosher, Bridgewater, N. S. S

HOCKING VALLEY RY.  
C. Moeller, 371 S. 3d st., Co-  
lumbus, Ohio.....C

H. & T. C. R. R.  
W. E. Shipp, 907 N. Gaines  
st., Ennis, Tex.....C  
E. D. Cunningham, 903 Kauf-  
man st., Ennis, Tex.....S

H. E. & W. T. RY.  
J. B. Moore, 2103 Gentry st.,  
Houston, Tex.....C  
A. M. Palmer, 2107 Provi-  
dence, Houston, Tex.....S

H. & B. T. M. R. R.  
G. A. Hickes, Saxton, Pa....C  
O. M. Reid, Saxton, Pa.....S

ILLINOIS CENTRAL R. R.  
J. C. Turner, Canton, Miss...C  
W. H. Wilson, 1725 2nd st.,  
Louisville, Ky.....S

INDIANA HARBOR BELT  
J. C. Collins, 645 Summer st.,  
Hammond, Ind.....C  
Thos. Idell, Box 32, Franklin  
Park, Ill.....S

INDIANAPOLIS SOUTHERN  
E. W. Harris, 1346 Union st.,  
Indianapolis, Ind.....C  
E. N. Vane, 125 Kansas st.,  
Indianapolis, Ind.....S

INDIANAPOLIS UNION RY.  
Julius Alchele, 421 S. Haugh  
st., Indianapolis, Ind.....C  
J. F. Vinzant, 213 W. Ver-  
mont st., Indianapolis, Ind.S

INTERCOLONIAL RY.  
W. Crockett, box 473 Mon-  
ton, N. B.....C  
W. M. Thompson, Moncton,  
N. B.....S

I. & G. N. R. R.  
J. L. Burd, Palestine, Tex....C  
J. O. Bowles, Mart, Tex....S

IOWA CENTRAL  
F. A. Roberts, 425 2d Ave.,  
W. Oskaloosa, Ia.....C  
P. H. O'Connor, 110 So. D  
St., Monmouth, Ill.....S

KANAWHA & MICHIGAN RY.  
S. P. Tinklepaugh, Box 337,  
Middleport, O.....C  
J. M. Caruthers, Middleport, O.S

K. C. M. & O. RY. (MEX.)  
C. W. Powers, Apartado 196,  
Chihuahua, Mex.....C

K. C. M. & O. RY. (U. S.)  
G. F. Tobin, 640 N. Topeka  
ave., Wichita, Kan.....C  
R. C. Ingram 333 Waco ave.,  
Wichita, Kan.....S

KANSAS CITY SOUTHERN  
O. Bush, box 415, Mena, Ark..C  
E. E. Ross, Mena, Ark.....S

KINGSTON & PEMBROKE  
T. H. Funnell, 249 Queen st.,  
Kingston, Ont.....C  
Jno. Craig, 169 Rideau st.,  
Kingston, Ont.....S

LAKE ERIE & WESTERN  
J. F. Oldham, 360 E. 5th  
st., Peru, Ind.....C  
J. E. Johnson, 436 1/2 S. Main  
st., Lima, Ohio.....S

L. E. A. & W. R. R.  
S. McGranahan, 580 N. Webb  
ave., Alliance, O.....C  
G. W. Spade, E. Gaskill st.,  
Alliance, O.....S

L. S. & M. S. RY.  
A. V. Newton, 93 W. Oakwood  
Place, Buffalo, N. Y.....C  
A. C. Brown, 921 Marion st.,  
Elkhart, Ind.....S

LAS VEGAS & TONOPAH  
John Tway, Las Vegas, Nev...C  
C. E. Doran, Las Vegas, Nev.S

LEHIGH & HUDSON RIVER  
E. B. Pittenger, 10 Randall  
st., Phillipsburg, N. J.....C  
A. J. Decker, 72 4th st., Phil-  
lipsburg, N. J.....S

**LEHIGH VALLEY R. R.**  
O. D. France, 63 Glenwood  
ave., Buffalo, N. Y.....C  
F. C. Brown, 470 N. Main st.,  
Pittston, Pa.....S

**LONG ISLAND R. R.**  
B. L. Parick, Echo P. O.,  
Pt. Jefferson, L. I., N. Y....C  
W. B. Howard, Long Island  
City, N. Y.....S

**LOUISVILLE & NASHVILLE**  
J. D. Keen, The Parkside,  
Bonny Castle ave., Louis-  
ville, Ky.....C  
H. B. Arnold, 248 Winchester  
st., Paris, Ky.....S

**L. R. & N. CO.**  
T. M. Brittain, 912 Commerce  
st., Shreveport, La.....C  
A. B. West, 1503 Bavaria st.,  
Shreveport, La.....S

**L. H. & ST. L. RY.**  
T. W. Cartright, 3d & V sta.,  
Louisville, Ky.....C  
M. L. Howard, 4002 Green-  
wood ave., Louisville, Ky...S

**M. D. & S. R. R.**  
R. C. Garrison, 556 Broad st.,  
E. Macon, Ga.....C  
W. T. Burke, 1709 3d st.,  
Macon, Ga.....S

**MAINE CENTRAL R. R.**  
G. W. McKenney, 171 Ocean  
st., South Portland, Me....C  
Jas. Lowe, 4 Elm Terrace,  
Waterville, Me.....S

**MARYLAND & PENNA.**  
D. J. Golden, care M. & P.  
Ry., Belair, Md.....C  
J. W. Riley, 2614 Huntingdon,  
Baltimore, Md.....S

**MEXICAN CENTRAL RY.**  
J. B. Bedwell, 2a del Chopo  
48, City of Mexico, Mex...C  
G. H. Price, Hotel Roosevelt,  
Monterey, N. L., Mex.....S

**MEXICAN INTERNATIONAL**  
O. L. Rolfe, Monclova, Mex...C  
N. A. Moore, Box 18, Mon-  
clova, Mex.....S

**MEXICAN INTEROCEANIC**  
J. H. Brohaska, Callezon de  
San Marcos No. 3, Viv. No.  
2 Alitos, City of Mexico,  
Mex.....C  
J. R. Barton, Guadalupe No.  
9, Puebla, Mex.....S

**MEXICAN NATIONAL R. R.**  
W. H. Dunn, Hamilton Hotel,  
Laredo, Tex.....C  
C. F. Hunkins, 4a Artilleria  
No. 12, San Luis Potosi,  
Mex.....S

**MICHIGAN CENTRAL R. R.**  
John Maher, 208 N. Pleasant  
st., Jackson, Mich.....C  
P. H. Whalen, 305 N. Henry  
st., West Bay City, Mich...S

**MINNEAPOLIS & ST. LOUIS**  
H. D. Maher, 1921 Laurel  
ave., Minneapolis, Minn....C  
E. L. Maher, 313 9th St.,  
Des Moines, Ia.....S

**M. ST. P. & S. S. M. RY.**  
N. McEachern, 1605 Chicago  
ave., Minneapolis, Minn....C  
.....S

**MINN. & INTERNATIONAL**  
J. Golemboski, 511 S. Broad-  
way, Brainerd, Minn.....C  
F. A. Moerke, 613 5th st.,  
Brainerd, Minn.....S

**MISSISSIPPI CENTRAL**  
S. J. Harper, 410 E. Pine St.,  
Hattiesburg, Missa.....C  
W. H. Merritt, Care V. B.  
Watts, Brookhaven, Missa...S

**M. K. & T. RY.**  
C. E. Whitney, 916 S. Ver-  
mont, Sedalia, Mo.....C  
W. R. Kirkpatrick, 709 W.  
Woodward, Denison, Tex...S

**MISSOURI PACIFIC SYSTEM**  
W. C. Turner, St. James  
Hotel, St. Louis, Mo.....C  
R. M. Lyons, 717 E. McCarty  
st., Jefferson City, Mo....S

**MOBILE & OHIO**  
R. B. Mims, Artesia, Missa...C  
J. T. Elliott, 1305 2d ave.,  
Columbus, Missa.....S

**M. J. & K. C. R. R.**  
J. W. Mullins, 1012 S. Con-  
ception st., Mobile, Ala.....C  
W. M. Fowler, Middleton,  
Tenn.....S

**NEW YORK & OTTAWA RY.**  
J. A. Hardy, 564 Elgin st.,  
Ottawa, Ont.....C  
W. S. Hutt, 412 Nelson st.,  
Ottawa, Ont.....S

**NEW YORK & PENNA.**  
A. J. Vaughn, Shingle House,  
Pa.....C  
S. H. Kuhn, Box 165, Shingle  
House, Pa.....S

**N. Y. C. & H. R. R. R.**  
M. C. Slattery, 963 Lovejoy  
st., Buffalo, N. Y.....C  
J. A. Peterson, 952 Market st.,  
Williamsport, Pa.....S

**N. Y., C. & ST. L. R. R.**  
D. C. Connors, Bellevue, O...C  
E. W. Horton, Bellevue, O...S

**N. Y., N. H. & H. R. R.**  
J. Wall, 20 Cassius st., New  
Haven, Conn.....C  
L. C. Boudreau, 106 Newton  
st., Marlboro, Mass.....S

**N. Y. O. & W. RY.**  
P. S. Titus, 160 Wash st.,  
Kingston, N. Y.....C  
F. Vincent, 21 Hopper st.,  
Utica, N. Y.....S

**N. Y. P. & N. R. R.**  
H. M. Waller, Delmar, Del...C  
C. A. Elliott, Delmar, Del...S

**N. Y. S. & W. R. R.**  
P. O. Sullivan, Avoca, Pa....C  
.....S

**NORFOLK & SOUTHERN**  
R. G. Waddy, 312 Willoughby  
st., Norfolk, Va.....C  
S. X. Stevenson, 121 Frank-  
lin st., Suffolk, Va.....S

**NORFOLK & WESTERN RY.**  
T. A. Gregg, 1103 Patterson  
ave., Roanoke, Va.....C  
C. C. Horn, 334 Robinson ave.  
Portsmouth, O.....S

**NORTHERN ALABAMA RY.**  
C. N. Looney, Sheffield, Ala...C  
G. M. Shackelford, Tuscum-  
bia, Ala.....S

**NORTHERN PACIFIC RY.**  
J. T. Hughes, 1878 Selby ave.,  
St. Paul, Minn.....C  
D. C. Maxwell, Glendive, Mont.S

**NORTHWESTERN PACIFIC**  
S. J. Dunlap, 20 Shaver St.,  
San Rafael, Cal. ....C  
C. W. Conger, 203 A St.,  
San Rafael, Cal. ....S

**O. R. & N. CO.**  
W. M. Buckley, 421 E. 4th  
st., The Dalles, Ore.....C  
R. A. Harned, Hotel Foley,  
La Grande, Ore.....S

**OREGON SHORT LINE**  
T. W. Charlton, 322 N. 2d  
st. West Salt Lake City, UtahC  
O. Miller, 430 N. Garfield  
ave., Pocatello, Idaho.....S

**PACIFIC COAST RY.**  
R. E. Carey, San Luis Obispo,  
Cal.....C  
R. Manderschied, San Luis  
Obispo, Cal.....S

**P. R. R. (LINES EAST.)**  
G. M. Smith, Bowie, Md....C  
S. C. Cowen, 1533 Penna ave.,  
Tyrone, Pa.....S

**P. R. R. (LINES WEST.)**  
O. Irwin, 53 1/2 Pittsburg st.,  
New Castle, Pa.....C  
D. L. Brown, 347 E. 13th ave.,  
Columbus, O.....S

**P. & P. U. RY.**  
W. W. Donley, 300 W. Arm-  
strong st., Peoria, Ill.....C  
G. W. Scott, 1031 Howat st.,  
Peoria, Ill.....S

**PERE MARQUETTE (U. S.)**  
W. W. Drew, 1022 5th ave.,  
Grand Rapids, Mich.....C  
E. F. Sullivan, 519 N. Frank-  
lin st., Saginaw, Mich.....S

**PHILADELPHIA & READING**  
W. L. Eisele, 2343 W. 4th st.,  
Newberry, Pa.....C  
R. J. Kantner, L Box 733,  
Tamaqua, Pa.....S

**PITTSBURG & LAKE ERIE**  
J. A. Fiske, 818 Rose St.,  
McKees Rocks, Pa.....C  
J. F. Montgomery, 606 Esplen  
st., Pittsburgh, Pa.....S

**P. C. & Y. RY.**  
John Daley, 916 1st st., Mc-  
Kees Rocks, Pa.....C  
J. B. Pedicord, 1 Grandview  
Flats, McKees Rocks, Pa...S

**P. S. & N. R. R.**  
Wm. Dumjohn, St. Mary's Pa.C  
A. J. Learn, St. Marys, Pa...S

**PORTLAND & SEATTLE**  
G. J. Bircher, 464 E. 8th st.,  
N. Portland, Ore.....C  
R. S. Blew, care A. & C. Ry.,  
Astoria, Ore.....S

**QUEEN & CRESCENT**  
(North of Meridian.)  
H. C. McNutt, 507 Georgia  
ave., St. Elmo, Tenn.....C  
J. B. Andruss, 3822 Ave. C,  
Avondale, Ala.....S

**(South of Meridian.)**  
R. L. Wright, 907 Montegut  
st., New Orleans, La.....C  
.....S

**O. O. & K. C. R. R.**  
F. J. Lins, 1516 Brooklyn  
ave., Kansas City, Mo....C  
Ben Johnson, Milan, Mo....S

**R. F. & P. R. R.**  
B. Cates, 1410 Floyd Ave.,  
Richmond, Va.....C  
A. H. Moler, 46 N. Y. ave.,  
N. W., Washington, D. C...S

**RIO GRANDE SOUTHERN**  
W. D. Jay, Telluride, Colo...C  
G. Sanders, Durango, Colo...S

**RUTLAND R. R.**  
E. A. Prichard, 112 Lafayette  
St., Ogdensburg, N. Y....S  
M. Wyman, 47 West st., Rut-  
land, Vt.....S

**ST. J. & L. C. R. R.**  
O. B. Kittredge, Swanton, Vt.S  
.....S

**ST. J. & G. I. R. R.**  
I. N. Miller, 1514 S. 18th st.,  
St. Joseph, Mo.....C  
R. C. Horgan, 2012 S. 5th st.,  
St. Joseph, Mo.....S

**ST. L. B. & M. RY.**  
A. S. Richardson, box 398,  
Brownsville, Tex.....C  
B. F. Hostrasser, Kingsville,  
Tex.....S

**ST. LOUIS SOUTHWESTERN**  
J. W. Cheshire, 14th & 8th  
ave., Corsicana, Tex.....C  
C. E. Sparks, Corsicana, Tex..S

**S. A. & A. P. RY.**  
W. H. Dimaline, Yoakum, Tex.C  
E. C. McGill, Yoakum, Tex....S

**S. P., L. A. & S. L. R. R.**  
J. E. McCarty, 826 W. 1st  
South St., Salt Lake City, U.C  
I. T. Blackmon, 355 W. 4th  
North St., Salt Lake City, U.S

**S. F., P & P. RY.**  
C. E. Loux, Prescott, Ariz....C  
J. McArdle, 208 N. Alarcon  
st., Prescott, Ariz.....S

**SEABOARD AIR LINE**  
J. A. Dodson, 625 Effingham  
st., Portsmouth, Va.....C  
W. T. Cox, 621 South st.,  
Portsmouth, Va.....S

**SOUTHERN RY.**  
R. W. Moore, 66 Rhode Island  
ave. N. W. Washington, D. C.C  
T. H. Williams, 907 W. Main  
st., Richmond, Va.....S

**SOUTHERN (L.—ST. L.)**  
J. W. McCann, 1018 7th st.,  
Louisville, Ky.....C  
H. Baerd, 321 13th st., New  
Albany, Ind. ....S

**SOUTHERN INDIANA RY.**  
W. W. Griffith, 1421 S. 10th  
St., Terre Haute, Ind.....C  
C. E. Kerch, 1463 S. 17th st.,  
Terre Haute, Ind.....S

**SOUTHERN PACIFIC (ATL.)**  
J. W. Forgason, Rice Hotel,  
Houston, Tex.....C  
S. V. Betters, 517 Hays st.,  
San Antonio, Tex.....S

**SOUTHERN PACIFIC (PAC.)**  
S. Veatch, Argonaut Hotel,  
San Francisco, Calif.....C  
J. P. Weir, 338 San Jose  
ave., San Francisco, Cal.....S

**S. F. & N. RY.**  
G. F. Ingraham, Box 116,  
Rossland, B. C.....C  
S. W. Brown, Oroville, Wash..S

**SPOKANE INTERNATIONAL**  
J. D. Lahey, 118 Augusta  
ave., Spokane, Wash.....C  
John Clark, 512 Riverside,  
Spokane, Wash.....S

**S. I. R. T. CO.**  
W. J. Reeves, Tottenville, N. Y.C  
.....S

**TACOMA EASTERN RY.**  
C. G. Hansen, Bismarck, Wash.C  
C. M. Dunlap, Bismarck, Wash..S

**TENNESSEE CENTRAL**  
W. H. Beeland, Box 183, Har-  
riman, Tenn. ....C  
C. B. Miller, Monterey, Tenn..S

**T. & N. O. RY.**  
H. F. Graham, North Bay,  
Ont.....C  
A. Newell, North Bay, Ont.....S

**TERMINAL R. R., ST. LOUIS**  
J. S. Foster, 4322 Arco st.,  
St. Louis, Mo.....C  
A. M. Patterson, 3728 N.  
11th st., St. Louis, Mo.....S

**TEXAS & PACIFIC RY.**  
M. S. Bogert, 222 Broadway,  
Ft. Worth, Tex.....C  
.....S

**TEXAS CENTRAL R. R.**  
A. G. Hawkins, Waco, Tex...C  
H. H. Holt, 524 Dallas st.,  
Waco, Tex.....S

**TOLEDO & OHIO CENTRAL**  
E. F. Bevan, 57 N. Princeton  
ave., Columbus, Ohio.....C  
E. F. Volk, 467 S. Spring St.,  
Bucyrus, O. ....S

**T. P. & W. RY.**  
B. W. Thompson, 506 Fayette  
st., Peoria, Ill.....C  
J. H. Howat, 215 S. Garfield  
ave., Peoria, Ill.....S

**TOLEDO TERMINAL RY.**  
J. S. Swartz, 2815 Fulton st.,  
Toledo, O.....C  
Jos. Auer, 1247 Eastern ave.,  
Toledo, O.....S

**T. ST. L. & W. R. R.**  
J. H. Gross, 600 E. South st.,  
Frankfort, Ind.....C  
Jno. Worst, care W. P. Wil-  
son, Charleston, Ill.....S

**TONOPAH & GOLDFIELD**  
S. H. Tracey, Mina, Nev.....C  
W. E. Paul, Tonopah, Nev....S

**T. H. & B. RY.**  
J. E. Oldfield, 150 Catherine  
st., Hamilton, Ont.....C  
M. W. Kennedy, 402 N.  
Hughson st., Hamilton, Ont.S

**T. & B. V. R. R.**  
W. H. Seymore, Teague, Tex.C  
C. F. Hamilton, 912 W. 5th  
st., Ft. Worth, Tex.....S

**ULSTER & DELAWARE R. R.**  
J. A. Halstead, 1 Otsego st.,  
Oneonta, N. Y.....C  
P. C. McDonald, 27 Brewster  
st., Kingston, N. Y.....S

**UNION PACIFIC R. R.**  
C. E. McIntosh, 505 S. 21st  
St., Council Bluffs, Ia....C  
N. W. Spangler, 1110 Ad-  
miral Blvd., Kansas City,  
Mo. ....S

**VANDALIA R. R.**  
W. T. Brown, 37 No. 11th st.,  
Terre Haute, Ind.....C  
.....S

**V. & S. W. RY.**  
C. C. McNew, 1110 Fairmont  
ave., Bristol, Va. ....C  
W. T. Colle, 15 10th St.,  
Bristol, Va. ....S

**WARASH R. R.**  
G. H. Lyon, 153 W. Willis  
ave., Detroit, Mich.....C  
C. E. Bishop, 307 N. Walnut  
st., Danville, Ill.....S

**W. M. W. & N. W. RY.**  
W. J. Burdge, Box 142,  
Mineral Wells, Tex.....C  
M. L. Burke, Weatherford, Tex.S

**WESTERN MARYLAND R. R.**  
T. H. Hoover, 820 E. Preston  
st., Baltimore, Md.....C  
D. P. Blair, 36 Foundry st.,  
Hagerstown, Md.....S

**WESTERN PACIFIC R. R.**  
L. D. Bayrell, 720 Judge  
Bldg., Salt Lake City, Utah.C  
L. L. Bailey, 213 W. 1st  
South st. Salt Lake City, UtahS

**WHEELING & LAKE ERIE**  
F. S. Bodle, 22 Cecil st., Mas-  
sillon, Ohio.....C  
L. C. Bigleman, Gen. Del.,  
Pittsburg, Pa.....S

**WICHITA VALLEY**  
W. V. Keith, 1601 Hemphill  
st., Ft. Worth, Tex.....C  
J. S. Barry, Ruston, La.....S

**WISCONSIN CENTRAL RY.**  
W. A. Redner, 3609 Prairie  
ave., Chicago, Ill.....C  
J. B. Murphy, 308 3d ave.,  
E., Ashland, Wis.....S

**Y. & M. V. R. R.**  
C. M. Yard, 1388 Madison  
ave., Memphis, Tenn.....C  
W. G. Beanland, 1362 Union  
ave., Memphis, Tenn. ....S

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Pres., Mrs. J. H. Moore, 423 Langdon st., Toledo, O.; Sec'y, Mrs. W. N. Drake, 110 Harvard st., Dedham, Mass. Directors: Mrs. G. W. Hutchinson, 19 East 4th st., Mt. Vernon, N. Y.; Mrs. P. C. Callahan, 370 N. Royal st., Jackson, Tenn.; Mrs. W. S. Garr, 41 Columbia ave., Atlanta, Ga.

1—BETHLEHEM, Cleveland, O., 2d & 4th Thurs., 1:30 p. m., Pythian hall. Mrs. A. E. Temple, 2954 73d St. S. E. ....P Mrs. E. W. Marriott, 1448 E. 88th st. ....S	10—FRIENDSHIP, Scranton, Pa., 2d & 4th Thurs., 2 p. m., over Wyoming & Erie depot, Dunmore, Pa. Mrs. Mary Miller, 116 Green Ridge st. ....P Mrs. S. J. Finnerty, 1610 Web- ster ave., Dunmore, Pa. ....S	20—LINCOLN, Des Moines, Ia., 2d & 4th Thurs., 2:30 p. m., I. O. O. F. hall, 6th & Locust. Mrs. J. W. Dodge. ....P Mrs. M. L. Duley, 815 Locust..S
2—SURPRISE, Danville, Ill., 1st & 3d Wed., 2:30 p. m., I. O. O. F. hall. Mrs. Iris Stevenson, 11 Park St. ....P Mrs. Olive Rhorer, 601 South St. ....S	11—ST. LOUIS, St. Louis, Mo., 1st & 3d Wed. 2 p. m. Anchor hall. Mrs. E. Dyer, 2827 St. Vincent.P Mrs. C. W. Noonan, 3649 Shenandoah st. ....S	23—DENVER, Denver, Colo., 2d & 4th Fri., 2:30 p. m., I. O. O. F. hall, 1543 Champa st. Mrs. J. Walker, 3341 Gilpin..P Mrs. F. Spaulding, 3430 Inivaa.S
3—CAPITAL CITY, Columbus, O., 1st & 3d Thurs. 2:30 p. m., K. P. hall, cor. Main & 3d sta. Mrs. C. S. Wilson, 1660 N. 4th..P Mrs. Cora Wagner, 74 E. Engler St. ....S	12—AUTUMN LEAF, Bellevue, O., 2d & 4th Wed., 2 p. m., C. M. B. A. hall, E. Main st. Mrs. Nellie Zigler, 126 North..P Mrs. Daisy Horton, 521 E. Main st. ....S	24—ENDEAVOR, Derry, Pa., 2d & 4th Wed., 2 p. m., I. O. O. F. hall. Mrs. Mary Gaus. ....P Mrs. Mary M. Shafer. ....S
4—ANDREWS, Elkhart, Ind., 1st & 3d Thurs., 2 p. m., Mc- Kean hall, Main st. Mrs. L. Brown, 6th St. ....P Mrs. Myrtle Jewett, 911 Mar- lon st. ....S	13—DE SOTO, DeSoto, Mo., 2d Wed., 2 p. m., I. O. O. F. hall. Mrs. Estella Ryan. ....P Mrs. L. A. Missey. ....S	25—MYRTLE, Chicago, O., 1st & 3d Tues., 7 p. m., O. R. C. hall. Mrs. J. Murray. ....P Mrs. E. M. Forbs. ....S
5—ERICKSON, Philadelphia, Pa., 2d & 4th Wed., 2:30 p. m. Dental hall, 15th & Arch sts. Mrs. C. L. Springer, Berwyn, Pa. ....P Mrs. B. F. Wiltse, 3257 Wood- land ave. ....S	14—ENTERPRISE, Ottumwa, Ia., 2d & 4th Wed., 2 p. m., O. R. C. hall, Main & Market. Mrs. J. M. Wilson, 1228 E 2d..P Mrs. C. H. Andrews, 123 Mor- rell st. ....S	26—AURA, Collinwood, O., 1st & 3d Thurs., 2 p. m., K. P. hall. Mrs. Lillian Rohr, 797 Put- nam st. ....P Mrs. W. H. Moulton, 770 Put- nam st. ....S
6—BANNER, Toledo, O., 1st & 3d Fri., 2:30 p. m., Pythian Temple, Jefferson & Ontario. Mrs. Viola Mead, 1618 Super- ior st. ....P Mrs. Millie Myers, 9 Korea Flats. ....S	15—GALESBURG, Galesburg, Ill., 2d & 4th Wed., 2:30 p. m., A. O. U. W. hall. Mrs. F. E. Bronson, N. Chambers st. ....P Mrs. C. M. Hill, 1092 S. West st. ....S	27—LIMA, Lima, O., 2d & 4th Thurs., Mitchell hall, N. E. cor. public square. Mrs. M. H. Lynch, 612 S. Main st. ....P Mrs. R. W. Peck, 644 S. Elizabeth st. ....S
7—NEWARK, Newark, O., 2d & 4th Fri., 2 p. m., O. R. C. hall, 174 So. Park st. Mrs. W. C. Smith, 27 Buena- vista st. ....P Mrs. Clare Meanor, 103 S. 1st..S	16—ERIE, Huntington, Ind., 1st & 3d Wed., 2:30 p. m., Mar- ket & Jefferson sts. Mrs. O. C. Shipley, 67 Mar- shall st. ....P Mrs. E. C. Smith, 116 E. Franklin st. ....S	28—TURNER, Denison, Tex., 1st & 3d Wed., 2:30 p. m., O. R. C. hall. Mrs. J. H. Benner, 727 W. Gandy st. ....P Mrs. W. E. Milton, box 685..S
8—EASTERN STAR, Sunbury, Pa., 2d & 4th Wed., 2 p. m., A. O. U. W. hall. Mrs. Emma Geasy, Owl st....P Mrs. E. K. Downs, 113 Chest- nut st. ....S	17—BENEVOLENT, St. Joseph, Mo., 2d & 4th Fri., 2 p. m., I. O. O. F. Auditorium. Mrs. A. S. Chickering, 1608 S. 15th st. ....P Mrs. Mattie M. Wright, 31st & Sylvania. ....S	29—OLIVE BROAS, McComb, Miss., 2d & 4th Thurs., 2:30 p. m., Masonic hall. Mrs. E. L. McLaurin. ....P Mrs. F. T. Shafer. ....S
9—ROBT. PITCAIRN, Pitts- burg, Pa., 2d & 4th Thurs., 2 p. m., 204 5th ave. Mrs. C. C. Boucher, 114 W. 3d st. ....P Mrs. J. A. Reinhart, 201 Mif- lin ave., Wilkinsburg, Pa....S	19—MAINE, Chillicothe, O., 1st & 3d Thurs., 7 p. m., O. R. C. hall. Mrs. Mary Johnson, 635 E. 2d st. ....P Mrs. F. J. Kast, 151 Scioto st.S	30—PROSPECT, Garrett, Ind., 2d & 4th Wed., 7:30 p. m., Red Men's hall. Mrs. Clara Weaver, Lee st. .P Mrs. Etta Bell, Wash. st....S
		31—CHEYENNE, Cheyenne, Wyo., 1st & 3d Tues., 2:30 p. m., Fraternal hall. Mrs. J. N. Marks, 56th & Eddy. ....P Mrs. J. J. Fitzgerald, 711 E. 18th st. ....S

35—MT. TACOMA, Tacoma, Wash., 2d & 4th Tues., 2 p. m. Pythian hall.  
 Mrs. D. Howard, 1224 N. Steele .....P  
 Mrs. G. E. Lyen, 3557 E. I st. ....S

36—ALBANY, Albany, N. Y., alternate Thurs., 2:30 p. m., Chancellor hall, 67 S. Pearl st.  
 Mrs. M. C. Ekins, 67 S. Pearl P.  
 Mrs. V. D. Rhodes, 45 Garfield Place .....S

37—COLUMBIA, Cedar Rapids, Ia., 1st & 3d Thurs., 2:30 p. m., Canfield hall, 2d ave.  
 Mrs. Margaret Cain, 826 1st ave. W. ....P  
 Mrs. W. A. Coon, 516 S. 5th st., E. ....S

38—GLORIA, Ottumwa, Ia., 1st & 3d Wed., 2:30 p. m., B. of L. F. & E. hall.  
 Mrs. F. C. Bell, 401 N. Clay st. ....P  
 Mrs. G. J. Jackson, N. Benton st. ....S

39—IDEAL, Jackson, Tenn., 2d & 4th Tues., 3 p. m., Elks' hall, Baltimore & Market.  
 Mrs. C. A. McKinnie, 318 W. Baltimore st. ....P  
 Mrs. P. C. Callahan, 370 N. Royal st. ....S

40—COLUMBIAN, Buffalo, N. Y., 1st & 3d Thurs., 2:30 p. m., Oriental hall, Lewis blk.  
 Mrs. Leona Wright, 102 Brinkman st. ....P  
 Mrs. Georgia Talbot, 214 S. Division st. ....S

41—ARKANSAS VALLEY, Pueblo, Colo., 2d & 4th Tues., 2 p. m., K. P. hall.  
 Mrs. L. C. Griffith, 1031 W. 12th st. ....P  
 Mrs. Hattie Morser, 308 blk 1. S

42—BRIDGE CITY, Logansport, Ind., 2d & 4th Wed., 2:30 p. m., Ben Hur hall.  
 Mrs. Etta Neal, 710 North st. P  
 Mrs. Ella Johnson, 1408 E. Market st. ....S

43—GOLDEN ROD, Atlanta, Ga., 2nd & 4th Wed., 3 p. m., K. P. hall, cor. Pryor & Hunter.  
 Mrs. J. G. Garwood, 191 S. Pryor st. ....P  
 Mrs. D. S. Walraven, 184 W. North ave. ....S

44—DETROIT, Detroit, Mich., 1st & 3d Thurs., 2 p. m., Bannet hall, Grand River & Griswold.  
 Mrs. G. B. Lockard, 127 23d st. ....P  
 Mrs. A. J. Eley, 312 Vine-wood ave. ....S

45—RAPID TRANSIT, Grand Rapids, Mich., 2d & 4th Thurs., 2:30 p. m., Majestic hall, N. Park st.  
 Mrs. Lillie Drew, 1022 5th ave. ....P  
 Mrs. Bird Hawker, 366 Cass ave. ....S

46—MARYLAND, Cumberland, Md., 1st & 3d Thurs., I. O. O. F. hall.  
 Mrs. L. Rephan, 11 Polaski st. P  
 Mrs. Chas. Schmutz, 85 Highland st. ....S

47—KEYSTONE, Harrisburg, Pa., 1st & 3d Wed., 2 p. m., Mank's hall, cor. 6th & Keller sta.  
 Mrs. T. A. Leonard, 1729 N. 6th st. ....P  
 Mrs. Mary A. Blair, 2118 N. 6th st. ....S

48—DIXIE, Chattanooga, Tenn., 1st & 3d Thurs., 2:30 p. m., Damon hall.  
 Mrs. R. B. Stegall, Rossville, Ga. ....P  
 Mrs. P. Gorman, 524 Douglas S

49—PROSPERITY, Eagle Grove, Ia., 1st & 3d Thurs., 2:30 p. m., Masonic hall.  
 Mrs. W. Collins .....P  
 Mrs. W. R. Hammond, box 835 S

50—DELAWARE, Wilmington, Del., 2d & 4th Thurs., 2:30 p. m., Masonic hall, 8th & Market.  
 Mrs. M. Meredith, 1108 Maryland ave. ....P  
 Mrs. E. McCarroll, 708 Lombard st. ....S

51—KEKIONGA, Ft. Wayne, Ind., 1st & 3rd Thurs., 2:30 p. m., O. R. C. hall.  
 Mrs. Lizzie Bushey, 1017 Van Buren st. ....P  
 Mrs. Olive Current, 2111 Oliver st. ....S

52—IVY LEAF, Port Jervis, N. Y., 2d & 4th Thurs., 3 p. m., Mondon hall, Pike st.  
 Mrs. Chas. Carley, 6 Brooklyn P  
 Mrs. Wm. Luckey, 158 W. Main st. ....S

53—MAGNOLIA, Augusta, Ga., 2d & 4th Tues., 3 p. m., Red Men's hall.  
 Mrs. W. W. McDowell, 440 Calhoun st. ....P  
 Mrs. Thos. Kitchens, 437 Calhoun st. ....S

56—IRON EMPRESS, Escanaba Mich., 2d & 4th Wed., 2:30 p. m., I. O. O. F. hall.  
 Mrs. Viola Green, 920 Lang-ley .....P  
 Mrs. Alice Roland, 422 S. Charlotte st. ....S

57—HAZEL, Hazelwood, Pa., 1st & 3d Wed., 2 p. m., Trust hall.  
 Mrs. T. Joyce, Alameda st. P  
 Mrs. P. J. Connors, 5252 2d ave., Pittsburg, Pa. ....S

59—MASCOT, Boston, Mass., 2d Thurs., Elks' hall, 24 Hayward Place.  
 Mrs. C. S. Messer, 17 Pearson ave., West Somerville, Mass. P  
 Mrs. W. R. Page, Crescent ave., S. Braintree, Mass. ....S

60—JOS. YORK, Meadville, Pa., 2d & 4th Wed., 2:30 p. m., I. O. O. F. hall, Center st.  
 Mrs. A. B. Miller, 468 North st. ....P  
 Mrs. Wm. Rhodes, 795 Kennedy st. ....S

61—CHARITY, Sioux City, Ia., 2d & 4th Fri., 2:30 p. m., I. O. O. F. hall.  
 Mrs. Wm. Martin, 2662 E. 1st st. ....P  
 Mrs. Robt. Moore, 1119 27th st. ....S

65—AFTERYOU, Fond du Lac, Wis., 1st & 3d Fri., 2:30 p. m., G. A. R. hall.  
 Mrs. C. H. Beazan, 10 Wisconsin ave., No. Fond du Lac, Wis. ....P  
 Mrs. C. C. Hall, 153 Cherry st. S

66—JUANITA, Bloomington, Ill., 2d & 4th Thurs., 2:30 p. m., Jacoby hall, N. Main st.  
 Mrs. Geo. Partridge, 502 W. Locust st. ....P  
 Mrs. A. A. Reich, 204 W. Graham st. ....S

67—PINE CONE, Portland, Me., 1st Fri., 2 p. m., Rossini hall, S. Exchange st.  
 Mrs. B. K. Morse, 28 Beckett st. ....P  
 Mrs. E. I. Lowe, 7 Cherry st. S

68—FOOTE, Kansas City, Mo., 1st & 3d Thurs., 2 p. m., Arlington hall.  
 Mrs. E. H. Smith, 1514 Olive P  
 Mrs. J. M. Patten, 104 West-port ave. ....S

70—NONPAREIL, Clinton, Ia., 2d & 4th Wed., 2:30 p. m., K. P. hall, 2d st.  
 Mrs. T. Stoik, 616 11th ave. P  
 Mrs. W. C. Guernsey, 706 Stockholm st. ....S

73—HAND IN HAND, Boone, Ia., 1st & 3d Tues., 2 p. m., Red Men's hall.  
 Mrs. D. J. Feillingham .....P  
 Mrs. W. McCartney, 115 Cedar st. ....S

75—TRI-CITY, Rock Island, Ill., 1st & 3d Thurs., 2:30 p. m., Engineers' hall.  
 Mrs. A. McLea, 2944 5th ave. P  
 Mrs. C. Hibbard, 2730 7th ave. S

76—ORITZ, Raton, N. M., 1st & 3d Wed., 2:30 p. m., I. O. O. F. hall.  
 Mrs. M. Burns, 644 S. 2d st. P  
 Mrs. M. Hansbro, 728 S. 2d st. ....S

77—POTOMAC, Martinsburg, W. Va., 1st & 3d Mon., 2 p. m., I. O. O. F. hall.  
 Mrs. P. Heelan, 522 W. King P  
 Mrs. E. C. Caskey, 635 E. 2d S

78—FIRST CANADIAN, Toronto, Can., 2d & 4th Thurs., 2:30 p. m., Occident hall.  
 Mrs. P. McMahon, 129 Darcey .....P  
 Mrs. H. Purdon, 72 Gladstone ave. ....S

79—GENESSEE, Rochester, N. Y., 1st & 3d Wed., 3 p. m., Damascus hall.  
 Mrs. Mary Cleary, 7 Baldwin P  
 Mrs. Eva M. Connor, 29 Vick Park, "A." ....S

80—EMPIRE, Elmira, N. Y., 2d & 4th Wed., 2:30 p. m., I. O. O. F. hall.  
 Mrs. Wm. Coe, 1005 Oak st. P  
 Mrs. B. R. Clark, 506 South ave. ....S

81—MONUMENTAL, Baltimore Md., 1st & 3d Thurs., 2:30 p. m., Wurtzburger's hall.  
 Mrs. J. McCann, 325 E. Rid-die st. ....P  
 Mrs. L. H. Bender, 1626 N. Caroline st. ....S

83—STAR OF UTAH, Ogden, Utah, 1st & 3d Thurs., 2 p. m., K. P. hall.  
 Mrs. Anna Pearson .....P  
 Mrs. J. E. Snyder, 962 Wash-ington ave. ....S

84—ANGEL CITY, Los Angeles, Cal., 1st & 2d Sat., 8 p. m., Temple of Art.  
 Mrs. Anna Hough, 1070 W. 34th st. ....P  
 Mrs. J. M. Patten, 1001 W. 23d st. ....S

85—SUNFLOWER, Parsons, Kan., 1st & 3d Thurs., 2:30 p. m., A. O. U. W. No. 1 hall.  
 Mrs. Myrtle Clark, 2026 Bel-mont ave. ....P  
 Mrs. Olive Walls, 1513 Bel-mont st. ....S

86—COREOPSIS, Lincoln, Neb., 2d & 4th Thurs., 2:30 p. m., Bronnell hall.  
 Mrs. S. E. Miller, 1828 J st. P  
 Mrs. C. H. Holtz, R. R. 6. S

67—HOUSTON, Houston, Tex., 1st & 3d Thurs., 2:30 p. m., I. O. O. F. hall.  
Mrs. J. Harris, 2303 Fletcher...P  
Mrs. L. P. Partin, 1501 Everett...S

68—LAKEMONT, Altoona, Pa., 1st & 3d Thurs., 2 p. m., Hep-  
tosoph hall.  
Mrs. Kate Naah., Conemaugh, Pa.  
Mrs. Mary E. Vance, 1117 11th ave. ....S

90—GRANGER, Jackson, Mich., 1st & 3d Wed., 2:30 p. m., Webb blk., Jackson st.  
Mrs. Edith Brown, 301 Orchard Place .....P  
Mrs. Emma Birdsall, 212 N. Elm ave. ....S

91—OREGON, Portland, Ore., 2d & 4th Tues., 2:30 p. m., K. P. hall, cor. 11th & Alder sts.  
Mrs. J. B. Howland, 424 4th st.  
Mrs. Abbie L. Crocker, 985 Front st. ....S

93—MERRIMAC, Concord, N. H., 1st Tues., 10:30 a. m., G. A. R. hall, N. Main st.  
Mrs. G. H. Sweetland, 12 Eastman st. ....P  
Mrs. H. B. Eaton, 24 Thompson st. ....S

94—LAKE CITY, Erie, Pa., 1st & 3d Thurs., 2:30 p. m., Engineers' hall, 1220 State st.  
Mrs. M. Rainsford, 714 Plum st.  
Mrs. Verna Hewitt, box 356, Albion, Pa. ....S

95—ARBUTUS, East Syracuse, N. Y., 2d & 4th Tues., 2:30 p. m., Masonic hall.  
Mrs. F. Hughes, Maulins st....P  
Mrs. B. Hilleges, Yates st....S

96—OLIVE BRANCH, McKees Rocks, Pa., 1st & 3d Thurs., 2 p. m., Fraternal hall.  
Mrs. C. M. Shea, 113 Churchill st. ....P  
Mrs. M. E. Collins, 110 Saguinaw st., Pittsburg, Pa....S

97—AURORA, Aurora, Ill., 2d & 4th Thurs., 2:30 p. m., Charlemagne.  
Mrs. Mary Yonker, 285 La Salle st. ....P  
Mrs. Hattie Lindsay, 260 Spring st. ....S

98—COMO, St. Paul, Minn., 1st & 3d Thurs., 2:30 p. m., Bowlby hall, 6th & Robert sts.  
Mrs. J. W. Gilboy, 642 St. Peter st. ....P  
Mrs. A. Schneider, 366 Hope...S

99—CHRYSANTHEMUM, Osa-  
watomie, Kan., alternate Thurs., 2:30 p. m., Eagles' hall.  
Mrs. R. D. Hooker.....P  
Mrs. E. H. Clark, box 103....S

100—WHITE CITY, Chicago, Ill., 2d & 4th Thurs., 2 p. m., Commandery hall, Masonic Temple.  
Mrs. J. M. Sewell, 557 W. 65th st., Sta. O.....P  
Mrs. J. Scott, 7326 Woodlawn...S

101—FLOUR CITY, Minneapo-  
lis, Minn., 2d & 4th Thurs., 2 p. m., A. O. U. W. hall, 17 S. 7th st.  
Mrs. F. W. Hampton, 3343 Oakland ave. ....P  
Mrs. Minnie S. Dalrymple, Merriam Park, Minn., 2010 Carroll st. ....S

102—MISSISSIPPI, Water Val-  
ley, Miss., 2d & 4th Wed., 3 p. m., Odd Fellows' hall.  
Mrs. J. M. Axlin.....P  
Mrs. Chas. Moss.....S

103—INDIANAPOLIS, Indian-  
apolis, Ind., 1st & 3d Mon., 2 p. m., Orpheum hall.  
Mrs. Sallie Wier, 2010 Broad-  
way .....P  
Mrs. Lucetta Cook, 2121 Ash-  
land ave. ....S

104—PRIDE OF STREATOR, Kan-  
kakee, Ill., 1st & 3d Thurs., 2 p. m., I. O. O. F. hall.  
Mrs. Lena Pearre, 262 Green-  
wood ave. ....P  
Mrs. Emma Garner, 542 In-  
diana ave. ....S

105—JEWETT, New Orleans, La., 1st & 3d Mon., I. O. O. F. hall.  
Mrs. R. W. Smith, 4017 Canal.P  
Mrs. C. W. Bradley, 2760 Marengo st. ....S

106—TYGARD, Ft. Worth, Tex., 2d & 4th Wed., 2:30 p. m., I. O. O. F. hall.  
Mrs. W. R. Bell, 304 Bdwy.....P  
Mrs. W. N. Foster, 1408 E. 1st st. ....S

107—CITY OF OAKS, Oakland, Cal., 1st, 3d & 4th Thurs., 2:30 p. m., Fraternity hall.  
Mrs. P. Whitney, 1887 Val-  
daz st. ....P  
Mrs. Bertha Byers, 1410 9th st.S

108—CARNATION, Springfield, Ill., 1st & 3d Wed., 3 p. m., I. O. O. F. hall, 4th & Monroe.  
Mrs. E. McConnell, 517 N. 7th st. ....P  
Mrs. Ida Murphy, 1118 N. 8th st. ....S

109—PENELOPE, Meridian, Miss., 2d & 4th Thurs., 3 p. m., K. P. hall.  
Mrs. H. Langford, 3518 10th..P  
Mrs. J. B. Ramsey, 1513 25th...S

110—WHITE ROSE, Savannah, Ga., 1st & 3d Thurs., 4 p. m., K. P. hall.  
Mrs. W. O. Hicks, 203 31st..P  
Mrs. R. L. Brake, 1918 Ber-  
nard st. ....S

111—GREEN BAY, Green Bay, Wis., 1st & 3d Tues., 3 p. m., K. P. hall.  
Mrs. T. H. Dux, 821 Mather..P  
Mrs. John Myers, 501 Mather st., W. Green Bay.....S

115—IMPERIAL, Utica, N. Y., 2d & 4th Wed., aft. Royal Ar-  
canum Temple, Devereux st.  
Mrs. S. Mercer, Frankfort, N. Y. ....P  
Mrs. W. J. Morris, 14 John-  
son Park .....S

116—YUARDA, Newton, Kan., 2d & 4th Fri., 2:30 p. m., K. P. hall.  
Mrs. D. C. Conway, 300 E. 7th st. ....P  
Mrs. G. W. Roach, 417 W. Broadway .....S

117—BIRMINGHAM, Birming-  
ham, Ala., 1st & 3d Wed., 2:30 p. m., Maccabees' Temple.  
Mrs. W. F. Shannon, 411 N. 24th st. ....P  
Mrs. B. A. Cooper, 1517 ave. "D" .....S

121—DEWEY, Centralia, Ill., 2d & 4th Thurs., 3 p. m., I. O. O. F. hall.  
Mrs. J. T. Murphy, 312 N. Walnut st. ....P  
Mrs. Wm. Rupp, 416 W. Broadway .....S

122—EASTER LILY, Peoria, Ill., 1st & 3d Thurs., 110 S. Adams st.  
Mrs. T. Brooklark, 123 Dela-  
ware ave. ....P  
Mrs. Flora Peterson, 510 Mill-  
man st. ....S

123—VOLUNTEER, Austin, Minn., 2d & 4th Wed., 7:30 p. m., German hall.  
Mrs. Fannie Terry, 106 W. Waler st. ....P  
Mrs. M. E. Warfield, 116 1st st. N. ....S

125—MONETT, Monett, Mo., 2d & 4th Wed., 2:30 p. m., Masonic hall.  
Mrs. Emma Johnson.....P  
Mrs. T. Connerly.....S

126—WELCOME, Ft. Scott, Kan., 2d & 4th Fri., 2:30 p. m., Union hall.  
Mrs. C. H. Danner, 514 S. Hill st. ....P  
Mrs. Ray Williams, 16 S Mar-  
grave st. ....S

127—JUSTICE, Murphysboro, Ill., 2d & 4th Fri., 2:30 p. m., I. O. O. F. hall.  
Mrs. C. T. Smith, 1818 Wal-  
nut st. ....P  
Mrs. R. Brenemen, 2023 Pine..S

128—GOLDEN RULE, Dodge City, Kan., 1st Thurs., 2:30 p. m., Masonic hall.  
Mrs. Kitty Pond, box 168....P  
Mrs. Emma Cory, box 263....S

129—GRAND VALLEY, Grand Junction, Colo., 2d & 4th Thurs., Elks' hall.  
Mrs. Geo. Hartnett, 240 White st. ....P  
Mrs. M. McCabe, 403 Ouray ave. ....S

131—BURNS, Creston, Ia., 2d Mon., 2:30 p. m., Potter Post hall.  
Mrs. J. M. Burns, S. Pine st..P  
Mrs. Sadie Lowery, 308 N. Y...S

133—DONNER, Sacramento, Cal., 1st & 3d Mon., 8 p. m., Friendship hall, I. O. O. F. Temple.  
Mrs. Ella Weston, 1017 18th..P  
Mrs. Mae LaForge, 1526 F st..S

135—MOUNTAIN CITY, Reno-  
voo, Pa., 2d & 4th Thurs., 2 p. m., I. O. O. F. hall.  
Mrs. L. M. Haupt.....P  
Mrs. Sarah E. Bressler, box 247 .....S

137—LONE STAR, Cleburne, Tex., 1st & 3d Wed., 2:30 p. m., Red Men's hall.  
Mrs. F. G. Wood, 717 N. Rob-  
inson st. ....P  
Mrs. J. Dougan, 601 N. Ang-  
lin st. ....S

138—QUEEN CITY, Cincinnati, O., 2d & 4th Thurs., 2 p. m., Douglas hall.  
Mrs. M. Sullivan, 716 W. 9th.P  
Mrs. Belle Whitcomb, 3539 St. Charles Place .....S

139—HOWARD, Milwaukee, Wis., 1st & 3d Wed., 2:30 p. m., I. O. O. F. hall, 408 Grand.  
Mrs. F. Maxon, 127 Wiscon-  
sin ave., Waukesha, Wis....P  
Mrs. J. F. Cooper, 400 21st ave. ....S

140—NARROWS, Cumberland, Md., 2d & 4th Thurs., 2 p. m., White's hall, Virginia ave.  
Mrs. W. S. Cross, 1008 Vir-  
ginia ave. ....P  
Mrs. J. C. Crogan, 122 Grand..S

142—NEW YEAR, Springfield, Mo., 1st & 3d Tues., 2 p. m., I. O. O. F. hall.  
Mrs. W. Smith, Summit ave. P  
Mrs. M. Austin, 774 College st. S

143—SYRACUSE, Syracuse, N. Y., 2d & 4th Wed., 2:30 p. m., Pythian hall, Bastable blk.  
Mrs. Frank Curran, 401 N. West st. P  
Mrs. W. G. Ryan, 1402 Madison st. S

144—WILLING WORKERS, Knoxville, Tenn., 1st & 3d Wed., 2 p. m., French & Roberts hall.  
Mrs. T. B. LaRue, 1113 W. 4th ave. P  
Mrs. T. J. Thomas, 148 Hinton st. S

147—MARGARET, East Las Vegas, N. M., 1st & 3d Wed., 2:30 p. m., O. R. C. hall.  
Mrs. M. R. Jones, 903 3d st. P  
Mrs. R. Pritchett, 1104 Lincoln, ave. S

148—MRS. J. H. MOORE, Colorado Springs, Colo., 1st & 3d Tues., 2:30 p. m., M. W. hall.  
Mrs. Hattie Harper, 1701 Colorado ave. P  
Mrs. Clara B. Deffenbaugh, 32 N. Chestnut st. S

150—SEGO LILY, Salt Lake City, Utah, 2d & 4th Thurs., 2:30 p. m., Eagles' hall.  
Mrs. V. Deacon, 351 W. 1st North st. P  
Mrs. Sadie Hays, 65 N. 5th W. S

152—NIPTHO, Tusculumbia, Ala., 1st & 3d Thurs., 2 p. m., Pythian hall.  
Mrs. J. B. McCrory, box 173. P  
Mrs. P. W. Norris, box 87. S

153—STELLA, Decatur, Ill., 2d & 3d Wed. 2 p. m., K. P. hall.  
Mrs. Dora Baldwin, 1343 N. Main st. P  
Mrs. Ina M. Bump, 420 E. Marietta st. S

154—NEW CENTURY, Freeport, Ill., 2d & 4th Fri., 2:30 p. m., I. O. O. F. hall.  
Mrs. H. M. Carey, 359 S. Galena ave. P  
Mrs. Anna Spear, 122 Winnesick st. S

155—SWITZERLAND, Mauch Chunk, Pa., 1st & 3d Thurs., 2:30 p. m., I. O. O. F. hall.  
Mrs. Mary Miller P  
Mrs. W. Batdorf, 8 Cedar st. S

157—SEELY DUNN, Evansville, Ind., 2d & 4th Thurs., 2 p. m., Dickman hall.  
Mrs. L. B. Waltz, 708 Upper 3d st. P  
Mrs. S. C. Ingram, 220 Cumberland ave., Howell, Ind. S

158—FIDELITY, Chillicothe, Ill., 1st & 4th Fri., 2 p. m., Daugherty's & Frederick's hall.  
Mrs. Mamie Moody. P  
Mrs. Mary E. Anderson, R. 33 S

159—THE GOLDEN WEST, Grand Forks, N. D., 1st & 3d Thurs., 2:30 p. m. Empire hall.  
Mrs. J. M. Cooper, 312 Chestnut st. P  
Mrs. W. A. Hill, 210 N. 7th. S

160—HIGH ROCK, Hagerstown, Md., 2d & 4th Thurs., Hose hall, S. Potomac st.  
Mrs. S. Basore, 552 Salem ave. P  
Mrs. B. B. Bender, 140 E. Franklin st. S

162—WYNOMA, Haileyville, Okla., 1st & 3d Wed., 2:30 p. m., Masonic hall.  
Mrs. J. L. Herod. P  
Mrs. E. F. Pierce, box 245. S

163—ELLA STONE, Sedalia, Mo., 1st & 3d Thurs., 2:30 p. m., K. P. hall, E. Fifth st.  
Mrs. W. M. Phelan, 412 E. 10th st. P  
Mrs. J. A. Hukill, 710 E. Broadway. S

164—BINGHAMTON, Binghamton, N. Y., 2d & 4th Thurs., 2:30 p. m., Parlor City, I. O. O. F. hall, 209 Chenango.  
Mrs. T. F. Sullivan, 35 Dickinson st. P  
Mrs. E. Benedict, 26 Moffatt. S

165—PROSPECT POINT, Trinidad, Colo., 1st & 3d Fri., 2:30 p. m., Odd Fellows' hall.  
Mrs. J. Dye, El Moro, Colo. P  
Mrs. J. W. Staley, 500 E. Main st. S

166—HINKLEY, RAWLINS, Wyo., 1st Tues., 2:30 p. m., K. P. hall.  
Mrs. Eva Joice. P  
Mrs. L. H. Wright, box 169. S

167—PALM, Montgomery, Ala., Alternate Wed., 3 p. m., K. P. hall.  
Mrs. J. E. Lloyd, 820 W. Clay st. P  
Mrs. A. E. Moritz, 75 Amanda st. S

168—VICTOR, Sayre, Pa., 2d & 4th Thurs., B. R. T. hall, Talmadge blk., Elmer ave.  
Mrs. Anna Utter, Center st. P  
Mrs. M. E. Lewis, 26 Pine st., Waverly, N. Y. S

169—MAPLE LEAF, Hamilton, Can., 1st & 3d Wed., 2:30 p. m., A. O. U. W. hall.  
Mrs. Geo. Furgeson, 334 Aberdeen ave. P  
Mrs. J. E. Oldfield, 150 Catherine st. S

171—OKEEMA, Sapulpa, Okla., 1st & 3d Mon., 2:30 p. m., I. O. O. F. hall.  
Mrs. Mable Bassett, box 293. P  
Mrs. Bulah Percell. S

172—DAYLIGHT SPECIAL, Clinton, Ill., 2d & 4th Tues., 3 p. m., Red Men's hall.  
Mrs. B. Williams, E. Washington st. P  
Mrs. N. G. Daniels, 115 N. Elizabeth. S

174—EDGAR E. CLARK, Macon, Ga., 1st & 3d Wed., 3 p. m., O. R. C. hall.  
Mrs. J. N. Steed, 810 Oak st. P  
Mrs. F. F. Martin, 461 2d st. S

175—STANDING ROCK, Mensa, Ark., 2d & 4th Wed., 3 p. m., Tobin hall, Fifth st.  
Mrs. Hattie Wilcoxen, 1301 Port Arthur. P  
Mrs. J. C. Allen, box 278. S

177—N. D. MAHER, Bluefield, W. Va., 2d & 4th Wed., 2:30 p. m., Red Men's hall.  
Mrs. C. B. Davis, Rogers st. P  
Mrs. J. R. Johnson, 33 Rogers S

178—FAIRVIEW, Carbondale, Pa., 2d & 4th Tues., 2:30 p. m., I. O. O. F. hall.  
Mrs. M. Peel, 108 Wyoming st. P  
Mrs. Mary C. Miller, 13 Drummond ave. S

179—ODY, Pitscain, Pa., 2d & 4th Fri., 2 p. m., I. O. O. F. hall.  
Mrs. W. A. Himstead, 318 Middle ave., Wilmerding, Pa. P  
Mrs. O. Cunningham, Pitscain, Pa. S

180—PASS CITY, El Paso, Tex., 1st & 3d Thurs., 2:30 p. m., K. P. hall.  
Mrs. Ida M. Whitehead, The Chrystola. P  
Mrs. Sadie A. Castles, 909 Magoffin ave. S

181—OKLAHOMA, Shawnee, Okla., 2d & 4th Thurs., 2:30 p. m., I. O. O. F. hall.  
Mrs. W. H. Harrah, 124 N. Philadelphia, st. P  
Mrs. Bruce Hays, 615 N. Aydelotte st. S

182—UNITY, Shreveport, La., 2d & 4th Tues., 2:30 p. m., K. P. hall.  
Mrs. B. Carnes, 1045 Sheridan st. P  
Mrs. Nora Proud, R. F. D. 2. S

183—LOVENIA CLARK, Waterloo, Ia., 2d & 4th Fri., 2:30 p. m., Engineers hall.  
Mrs. Mary Van Vleck, 903 Logan ave. P  
Mrs. Alice Lorden, 601 Logan. S

184—PERSEVERANCE, E. St. Louis, Ill., 2d & 4th Wed., 2 p. m., Music hall.  
Mrs. W. C. Walkup, 3107 Bond ave. P  
Mrs. S. W. Koeller, 707 Converse ave. S

185—GEM OF THE MOUNTAINS, Pocatello, Idaho., 1st & 3d Thurs., 2 p. m., Masonic hall.  
Mrs. B. Woodmansec, 217 N. Hayes. P  
Mrs. E. Hughart, box 307. S

186—IRON QUEEN, Two Harbors, Minn., 2d & 4th Thurs., 2:30 p. m., K. P. hall.  
Mrs. Bessie B. Elliott, box 685. P  
Mrs. Dora Fulton, 1829 1/2 E. Superior st., Duluth, Minn. S

188—HARTFORD, Hartford, Conn., 2d & 4th Mon., 8 p. m., G. A. R. hall, Main st.  
Mrs. D. B. Wood, 41 Hungerford. P  
Mrs. J. E. McDonough, 51 Brook st. S

189—TWIN CITY, Dennison, O., 2d Wed. 2:30 p. m., 4th Tues. 7:30 p. m., K. C. hall.  
Mrs. F. M. Bush, E. 3d st. P  
Mrs. A. M. Bier, box 1022. S

190—DIAMOND, Joliet, Ill., 2d & 4th Thurs., 2:30 p. m., Odd Fellows' hall.  
Mrs. Della Norris, 1605 E. Wash st. P  
Mrs. M. Wilber, 311 Landan ave. S

191—ESCHSCHOLTZIA, Kern, Cal., 2d & 4th Wed., 8 p. m., K. P. hall.  
Mrs. I. Johnson, 823 N. st. P  
Mrs. Jessie Herbert, 711 "K". S

192—LAUREL, Breckenridge, Minn., 1st & 3d Tues., 2:30 p. m., K. P. hall.  
 Mrs. Estella Martin, box 265...P  
 Mrs. Minnie O'Kane, 220 S. 4th st. ....S

193—WESTERN STAR, Superior, Wis., 1st & 3d Tues., 2:30 p. m., Odd Fellows' Temple.  
 Mrs. E. R. Smith, 1201 16th...P  
 Mrs. J. F. Parkhill, 1709 Ogden ave. ....S

194—EUREKA, Youngstown, Pa., 2d & 4th Tues., 2 p. m., Bushnell's hall.  
 Mrs. M. F. Smith, 35 Lane ave.P  
 Mrs. J. H. Clemens, 150 Marion ave. ....S

195—CHICKASAW, Memphis, Tenn., 1st & 3d Tues., I. O. O. F. bldg.  
 Mrs. A. B. Middlebrook, 183 E. Georgia ave. ....P  
 Mrs. G. A. Robinson, 1244 College st. ....S

196—ANTHRACITE, Tamaqua, Pa., 1st & 3d Thurs., 2 p. m., I. O. O. F. hall, Broad st.  
 Mrs. A. Wardrop, Hazel st...P  
 Mrs. S. Fitzpatrick, 120 Washington st. ....S

197—COKE REGION, Connelleville, Pa., 1st & 3d Wed., 1:30 p. m., Odd Fellows' hall.  
 Mrs. E. Coleman, New Haven, Pa. ....P  
 Mrs. M. Leonard, 515 N. Pittsburg ....S

198—PHIL SHERIDAN, Sheridan, Wyo., 1st & 3d Thurs., 2:30 p. m., K. P. hall.  
 Mrs. E. Crawford, 616 N. Gould ....P  
 Mrs. J. Richardson, 628 N. Gould ....S

199—LA RUE, Nashville, Tenn., 1st & 3d Wed., 2 p. m., Odd Fellows' hall.  
 Mrs. P. E. Overton, 711 12th ave. S. ....P  
 Mrs. Jas. H. Webb, 1408 Hawkins st. ....S

200—MANHATTAN, New York City, N. Y., 2d & 4th Thurs., 2:30 p. m., Tuxedo hall, 59th & Madison ave.  
 Mrs. C. Lewis, St. Annes ave..P  
 Mrs. T. F. Coughlin, 748 Atlantic st., Stamford, Conn...S

201—WABASH, Moberly, Mo., 2d & 4th Tues., 2 p. m., I. O. O. F. hall.  
 Mrs. J. C. Euslin, W. Coats st..P  
 Mrs. L. S. Smedley, 613 Adams ave. ....S

202—ANNA F. CONLISK, Hillsboro, Tex., 1st Wed., B. R. T. hall.  
 Mrs. Dora McKee, 209 Mathew.P  
 Mrs. C. E. Stafford, 110 Vinyard ave. ....S

206—TINSMAN, Trenton, Mo., 1st & 3d Wed., 2:30 p. m., I. O. O. F. hall.  
 Mrs. M. Keith, Spittlar st....P  
 Mrs. Olga Meranda, 303 Lincoln ave. ....S

207—ROCKY MOUNTAIN, Missoula, Mont., 1st & 3d Thurs., 7:45 p. m., Firemen's hall.  
 Mrs. Mary E. Christy, 301 R. R. st. ....P  
 Mrs. Winifred Yeager, 303 R. R. st. ....S

208—ORANGE BLOSSOM, San Bernardino, Cal., 2d & 4th Thurs., 2 p. m., Native Sons hall.  
 Mrs. Ella Johnson, 969 Chestnut st., Riverside, Cal....P  
 Mrs. Julia L. Chaffin, Colton, Cal., P. O. box 475.....S

209—ST. ELMO, St. Elmo, Ill., 1st Fri., 2:30 p. m., B. R. T. hall.  
 Mrs. Lizzie Redden.....P  
 Mrs. Lelia Whitney.....S

210—HOPE, Princeton, Ind., 2d & 4th Wed., 2 p. m., K. P. hall.  
 Mrs. Wm. Munier, 319 W. Monroe st. ....P  
 Mrs. F. Robards, 1125 S. Seminary .....S

212—SAN ANTONIO, San Antonio, Tex., 1st & 3d Fri., 3 p. m., K. P. hall.  
 Mrs. C. W. Martin, 418 Burleson st. ....P  
 Mrs. H. C. Gillett, 326 Sherman st. ....S

213—PARKINSON, Hornell, N. Y., alternate Thurs., 2 p. m., B. of L. E. hall.  
 Mrs. L. E. Parkinson, 70 East ave. ....P  
 Mrs. Electa L. Pratt, 24 Ran- som st. ....S

214—RIVERSIDE, Ashtabula, O., 2d & 4th Thurs., 2 p. m., O. R. C. hall.  
 Mrs. Alice Green, Lake st....P  
 Mrs. Cora York, 132 Center st.S

215—THOS. FITZGERALD, Fairmount, W. Va., 1st & 3d Thurs., Old Masonic hall.  
 Mrs. W. R. Riggs, 544 Ogden...P  
 Mrs. A. B. Cassidy, R.F.D. 3....S

216—SEATTLE, Seattle, Wash., 1st & 3d Fri., 2 p. m., For- resters' hall.  
 Mrs. M. Heffron, 2552 11th W..P  
 Mrs. N. M. Lundberg, 2322 13th ave. S.....S

217—PINE BLUFFS, Chadron, Neb., 1st & 3d Tues., 2:30 p. m., Odd Fellows' hall.  
 Mrs. Hattie May White.....P  
 Mrs. M. Valentine.....S

219—YOSEMITE, Fresno, Cal., 1st & 3d Wed., 2 p. m., K. C. hall.  
 Mrs. E. W. Holcomb, 1528 J. st.....P  
 Mrs. L. G. Sewell, 1026 N. st.S

220—EAST ROCK, New Haven, Conn., 1st & 3d Thurs., 2:30 p. m., I. O. O. F. hall.  
 Mrs. J. C. McFarlane, 375 W. Grove st., Waterbury, Conn..P  
 Mrs. T. Hinchy, 11 Sherman st., Westfield, Mass. ....S

221—PEERLESS PRINCESS, Wichita, Kan., 1st & 3d Wed., 2:30 p. m., Maccabee hall.  
 Mrs. E. Noel, 105 S. Seneca..P  
 Mrs. G. Anderson, The Northern .....S

222—SPOKANE, Spokane, Wash., 1st & 3d Fri., 2:30 p. m., Pacific hall.  
 Mrs. E. Ferguson, St. Elmo Apartments, S. Brown st...P  
 Mrs. G. T. Bushnell, 1301 E. Newark ave. ....S

223—TIDEWATER, Pa., 2d & 4th Mon. eve. Bir- ner's hall.  
 Mrs. Mary Lebegern, 138 S. 4th st. ....P  
 Mrs. Alice McManus, 465 Walnut st. ....S

224—FIRST CAROLINA, Columbia, S. C., 2d & 4th Thurs., 3:30 p. m., O. R. C. hall.  
 Mrs. J. J. Beckham, 1711 Pickens st. ....P  
 Mrs. F. L. Shillito, 2007 Hampton st. ....S

225—MT. KATAHDIN, Bangor, Me., 2d Sun. 2 p. m., B. R. T. hall.  
 Mrs. M. McLean, 82 2d st....P  
 Mrs. H. C. Farnham, 18 Ca- telle st. ....S

226—GOLDEN GATE, Living- ston, Mont., 2d & 4th Tues., 2:30 p. m., Masonic hall.  
 Mrs. Lena Reeves, 309 S. "L"...P  
 Mrs. Lucy Trout, 111 N. "F"...S

227—POCAHONTAS, Richmond, Va., 1st & 3d Thurs., 3:30 p. m., Fraternity hall.  
 Mrs. S. J. Brooks, 1112 De- catur st. ....P  
 Mrs. L. A. Willeford, 1206 19th st. ....S

228—RHODE ISLAND, Provi- dence, R. I., 1st & 3d Wed., 2:30 p. m., Manhan hall.  
 Mrs. M. L. Hurley, 44 Elm- dale ave. ....P  
 Mrs. O. C. Crumley, 128 Edwy.S

229—HUTCHINSON, Spring- field, Mass., 1st & 3d Wed., 2:30 p. m., Mechanic's hall.  
 Mrs. T. F. Foley, 33 Plymouth.P  
 Mrs. H. E. Lockwood, 271 Fulton st. ....S

230—BATTLE CREEK, Battle Creek, Mich., 1st & 3d Fri., 2:30 p. m., B. L. E. Club Rms.  
 Mrs. J. J. Ricketts, 63 N. Union st. ....P  
 Mrs. P. B. Newcomer, 398 E. Main st. ....S

231—HURLBURT, Worcester, Mass., 1st & 3d Thurs., Castle hall.  
 Mrs. K. A. Clifford, 64 West- minster st. ....P  
 Mrs. C. L. Flynn, Lake View, Worcester, Mass. ....S

234—ROANOKE, Roanoke, Va., 1st & 3d Fri., 3 p. m., Pythian hall.  
 Mrs. H. R. Karnes, 367 9th ave., W. ....P  
 Mrs. Sadie Garrison, 1009 3d ave., N. W.....S

235—PRIDE OF 447, Carnegie, Pa., 2d & 4th Thurs., 1:30 p. m., Masonic hall.  
 Mrs. J. H. Grafe, 29 Boro View ave. ....P  
 Mrs. J. J. Dougherty, box 597 Sheridanville, Pa. ....S

236—CASCADE, New Castle, Pa., 1st & 3d Thurs., 2 p. m., K. P. hall.  
 Mrs. Maria Fout, 212 Pitts- burg st. ....P  
 Mrs. M. M. Bales, Mahoning- town, Pa. ....S

237—PRAIRIE CITY, Terre Haute, Ind., 2d & 4th Wed., 2:30 p. m., Maccabee hall.  
 Mrs. C. Boyd, 1540 2d ave....P  
 Mrs. C. W. Finnell, 2434 Liberty ave. ....S

238—J. H. NEWTON, Lafayette, Ind., 2d & 4th Wed., 2:30 p. m., Red Men's hall.  
 Mrs. J. H. Newton, 1202 Tippecanoe st. ....P  
 Mrs. Inah M. Price, 13 N. 3d..S

239—SELMA, Selma, Ala., 1st & 3d Wed., 2:30 p. m., I. O. O. F. hall.  
 Mrs. W. A. Cobb, N. Broad st. P  
 Mrs. W. H. Burton, 1215 W. Selma st. ....S

241—PALMETTO, Greenville, S. C., 2d & 4th Thurs.  
 Mrs. C. E. Bull. ....P  
 Mrs. I. D. Boggess, 106 Pine..S

242—OMAHA, Omaha, Neb., 2d & 4th Tues., 2:30 p. m., Bar- rights Society hall.  
 Mrs. F. Carter, 1906 N. 28th st. ....P  
 Mrs. L. E. Hystrem, 1427 Em- met st. ....S

243—PADUCAH, Paducah, Ky., 2d & 4th Thurs., 2:30 p. m., Three Links hall.  
 Mrs. Eugenia Lewis, 1008 Trimble st. ....P  
 Mrs. O. Harris, 1601 Bdwy..S

244—PERU, Peru, Ind., 2d & 4th Thurs., 2:30 p. m., En- gineers' hall.  
 Mrs. E. Gibson, 286 E. 5th...P  
 Mrs. L. Allen, 528 W. 3d...S

245—FRANKLIN, Weehawken, N. J., 1st & 3d Wed., 2 p. m., Masonic Temple.  
 Mrs. E. E. Emmett, 34 Fulton..P  
 Mrs. F. A. Marshall, 217 5th..S

246—RUBY, Chanute, Kan., 2d & 4th Fri., 2:30 p. m., A. O. U. W. hall.  
 Mrs. Ida Lee, 403 W. 3d st...P  
 Mrs. Henrietta Snyder, 416 W. 4th st. ....S

247—FERN LEAF, Jersey City, N. J., 2d & 4th Wed., p. m., Union Hall.  
 Mrs. C. S. Doty, Suffern, N. Y. P  
 Mrs. C. L. Boughner, box 526, Suffern, N. Y. ....S

248—QUEEN CITY OF THE PLAINS, Amarillo, Tex., 1st & 3d Tues., 2:30 p. m., I. O. O. F. hall.  
 Mrs. M. E. Nail, 300 N. Pierce. ....P  
 Mrs. E. L. Taylor, 403 Lincoln.S

250—HARBOR, New London, Conn., 2d & 4th Tues., 2:30 p. m., Mohagan hall.  
 Mrs. C. M. Newell, 841 Bank..P  
 Mrs. W. D. Rogers, 27 Brewer.S

252—WILD ROSE, Enderlin, N. D., 1st & 3d Wed., 2 p. m., Masonic hall.  
 Mrs. Ida Foster. ....P  
 Mrs. F. M. Barton. ....S

254—AMBROISE VALLEY, Villa Grove, Ill., 1st & 3d Fri., 2:30 p. m., Woodman hall.  
 Mrs. Sallie Cochran. ....P  
 Mrs. Vesta Scott. ....S

255—ALEXANDRIA, Moncton, N. B., 1st Tues., 8 p. m., Orange hall.  
 Mrs. M. Cummings, 239 Lutz.P  
 Mrs. Jas. Maloney, 90 Weldon.S

257—PRIDE OF THE WA- BASH, Mt. Carmel, Ill., 1st & 3d Fri., 2:30 p. m., St. Je- rome hall.  
 Mrs. S. Rafsnider, 812 N. 5th.P  
 Mrs. M. W. Hodges, 107 W. 2d st. ....S

259—MADGE SEWELL, Teague, Tex., 1st & 3d Wed., 2:30 p. m., O. R. C. hall.  
 Mrs. J. N. White, box 122....P  
 Mrs. W. E. Hough. ....S

260—AMERICAN ROSE, Brook- field, Mo., 1st & 3d Tues., 2:30 p. m., O. R. C. hall.  
 Mrs. Louise Ewing, 518 Macon st. ....P  
 Mrs. Agnes Madden, 822 Brookfield st. ....S

261—MISSABE, Proctor, Minn., 2d & 4th Mon., 2:30 p. m., Village hall.  
 Mrs. H. St. Cyr, box 172....P  
 Mrs. L. Bartz. ....S

262—SWASTIKA, Portsmouth, O., 1st & 3d Wed., 2 p. m., Eagles' hall.  
 Mrs. H. E. Reed, 807 Grimes..P  
 Mrs. L. C. Payne, 440 E. 12th.S

264—MOUNTAIN LAUREL, Fitchburg, Mass., 2d & 4th Fri., 7:30 p. m., A. O. U. W. hall.  
 Mrs. L. M. Rawles, 56 Mt. Vernon st. ....P  
 Mrs. S. Pearson, 69 Pine st..S

265—CRESCENT, Hillyard, Wash., 1st & 3d Tues., 2 p. m., I. O. O. F. hall.  
 Mrs. Eliza Steadman. ....P  
 Mrs. Maude N. Wellman, box 227 .....S

266—PRIDE OF 471, Pittsburg, Pa., 2d & 4th Wed., Webers hall, cor. 27th & Sarah sts.  
 Mrs. W. Q. Furick, 2114 Lar- kins ave. ....P  
 Mrs. E. L. Corbin, 2127 Sarah..S

267—ECHO MOUNTAIN, Los Angeles, Cal., 1st Sat., 3d Mon., 7:30 p. m., Roosevelt hall.  
 Mrs. J. E. Hartell, 1139 W. 9th st. ....P  
 Mrs. E. M. Jones, 2068 W. 30th st. ....S

268—AMICA, W. Bay City, Mich., 2d & 4th Wed., C. M. B. A. hall.  
 Mrs. F. Cummins, 306 N. Dean .....P  
 Mrs. J. Marshall, 108 Mar- quette ave. ....S

269—GREENBRIER, Hinton, W. Va., 2d & 4th Fri., 2:15 p. m., Big Four Bldg.  
 Mrs. A. A. Harford. ....P  
 Mrs. C. J. Schweikert. ....S

300—EL CAPITAN, San Fran- cisco, Cal., 1st & 3d Wed., 2 p. m., Red Men's hall.  
 Mrs. M. Speakman, 206 San Jose ave. ....P  
 Mrs. F. Edwards, 820 54th st., Oakland, Cal. ....S

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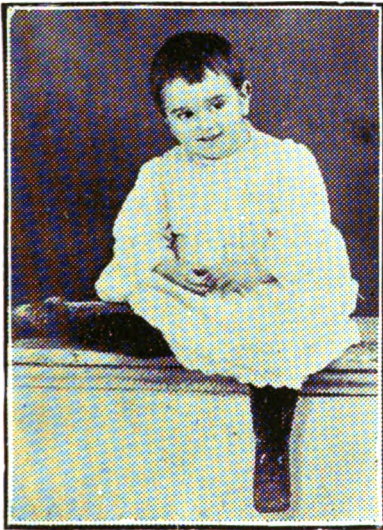
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Read What Mr. Bleakney Has to Say About the Cure of His Son.

To those who are directly interested in crippled or deformed children or young adults, the following should appeal.



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We had the boy's picture taken and send you one to show you how his foot looks now. The foot hanging down was the crooked foot and you will notice how straight it is.

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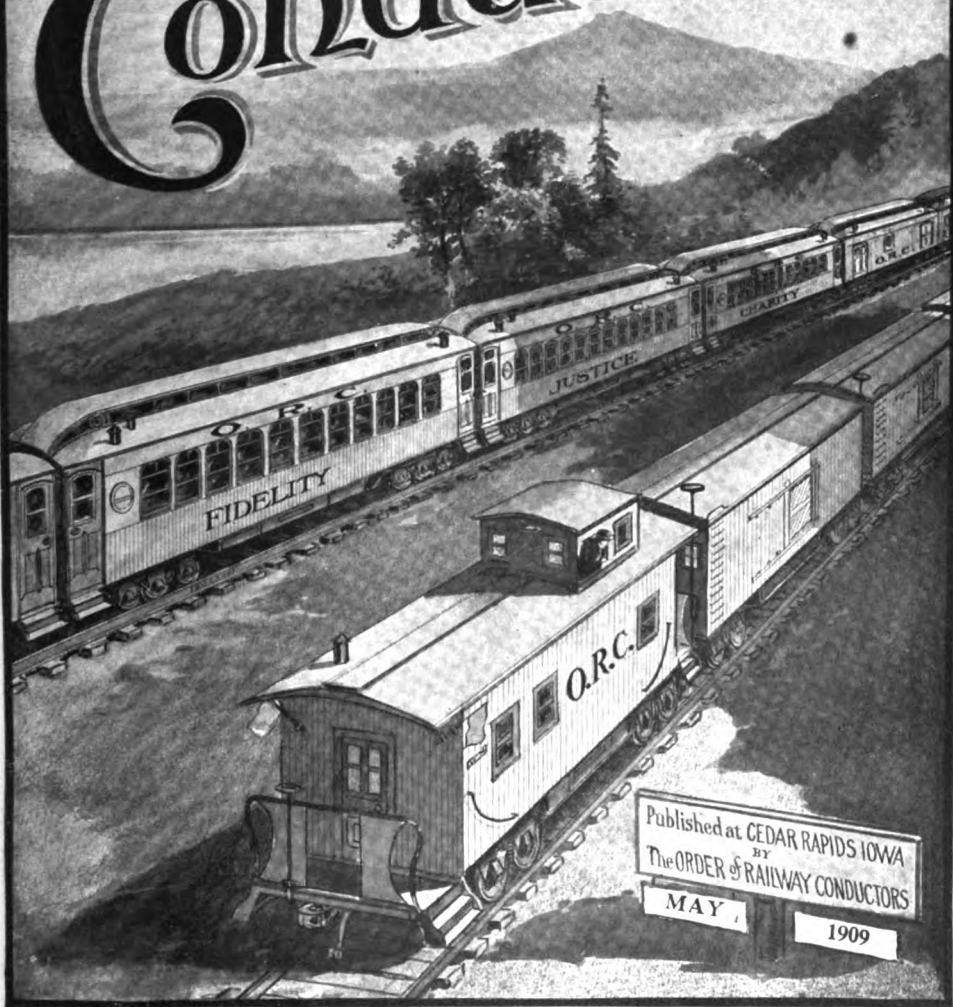
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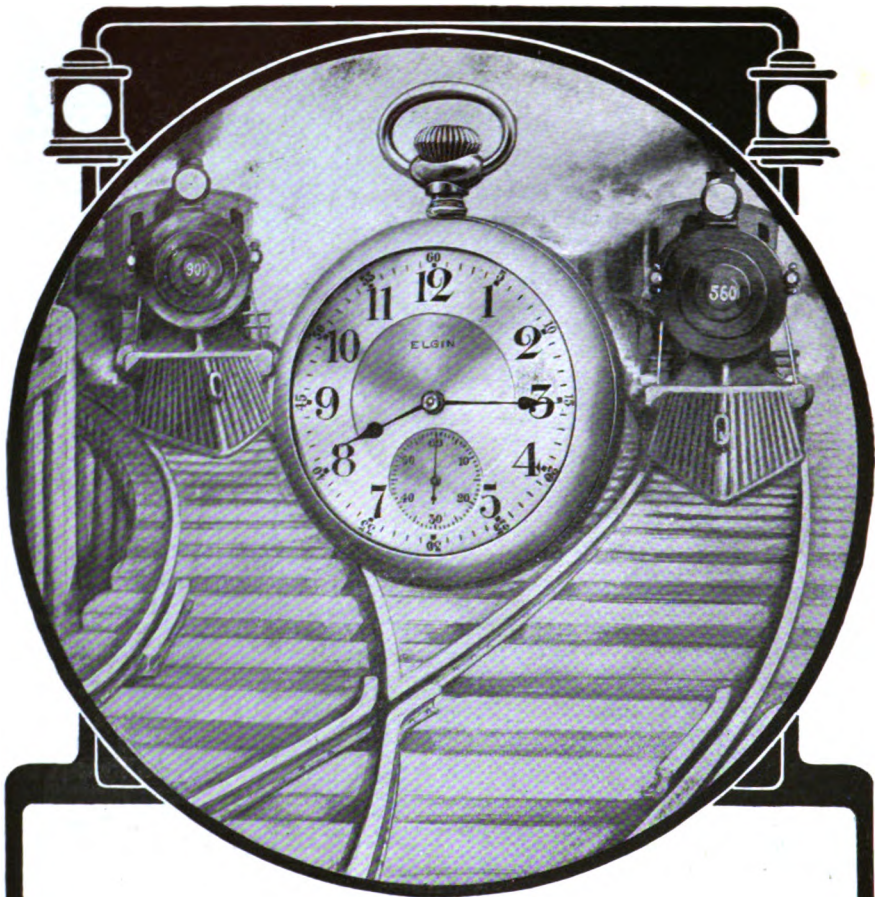


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# The Railway Conductor





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## The Open Door

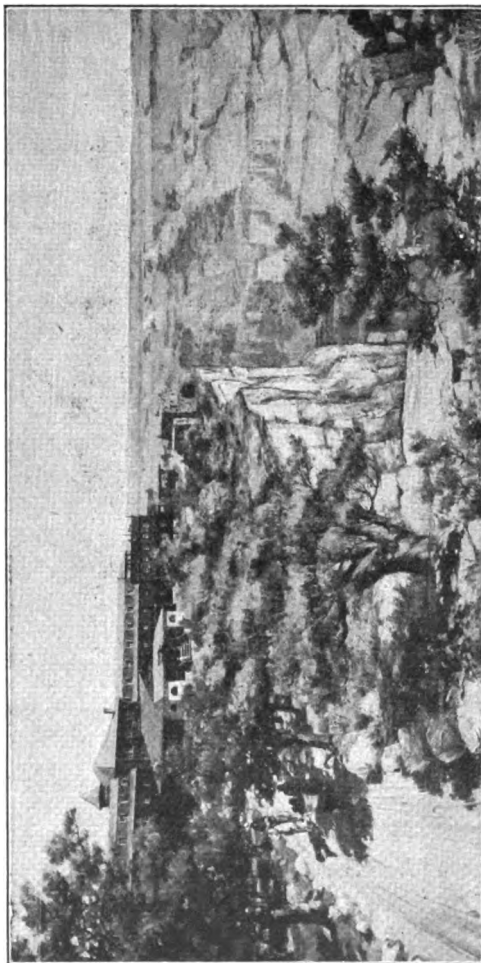
BY ADELBERT CLARK

She sits before the open door  
And looks out on the perfect day.  
The air is sweet with rose perfume,  
The sun is warm—'tis balmy May.  
Within, the walls are black with smoke  
And filth is lurking everywhere,  
Her face is flushed with shame and drink,  
And unkempt is her auburn hair.

A woman of the town is she;  
The vilest of the vile I ween,  
But in her eyes there gleams a light,  
A vision of the past is seen.  
"O, why should I live thus," she moans.  
"God knows that I have wandered far  
Into the paths of sin and shame,  
But yet, there gleams one holy star."

She sees a cottage by the wood  
With roses by the open door,  
And sees a babe she longs to press  
Against her breast—upon the floor.  
And these are things that she may have  
If she will break the chains of sin.  
She prays to God for power and strength,  
And lo, He comes—He enters in.

God's spirit never quite withdraws,  
And those who call on him shall find  
A friend that never will forsake—  
Most merciful and ever kind.  
She hears the songs of merry birds,  
More sweet they sing than ere before;  
The flowers, too, are sweeter far,  
Than ever bloomed beside her door.



EL TOVAR, GRAND CANYON OF ARIZONA

Courtesy Atchison, Topeka & Santa Fe Ry.



# The Railway Conductor

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MAY, 1909

NUMBER FIVE



## Railroading in its Infancy

Stage Drivers Made Conductors of Passenger Trains

BY GEO. P. FLOYD, A VETERAN CONDUCTOR.

When we hark back and think of the conditions and methods of traveling in this country seventy-five years ago and compare them to those of the present date, no one, unless he has had actual experience and has personally witnessed the steady progress made during the past sixty-five years, can begin to realize the changes and improvements in the modes of travel during that space of time. Those old stage coaches that we used to ride in before the railroads came into play, hung on leather thorough-braces, were mighty easy and comfortable riding.

The first notice of coaches being hung on straps is that in which Louis XIV made his public entrance into Paris about the middle of the seventeenth century. Coaches hung on straps seem to have been introduced into England by Fritz Allen, Earl of Arundel, in 1555. The first mail coach in the United States was set up at Bristol, New Jersey, by John Palmer in 1732. It ran between New York and Boston, but not regularly. In 1756 there was a coach running between New York and Philadelphia—ninety miles—the time required to cover the distance was three days. In 1765 another coach was put on the line and it ran three days in each week. In 1788 the line was increased to two coaches daily each way, leaving Philadelphia at 10 a. m. In 1811 there were four coaches daily, each way, leaving Philadelphia at 10 a. m., stopping at Brunswick, New Jersey, over night, and arriving in Jersey City the next day at 12 m. The fare was \$8.00. A mail coach of the Diligence line left Philadelphia at 1 p. m. every day,

traveled all night, coming into Jersey City at 6 a. m., and each passenger was allowed fourteen pounds of baggage.

### FROM STAGE COACH DRIVER TO CONDUCTOR.

As the railroads were completed and put in operation in the New England states about sixty-five years ago, the old stage drivers were made conductors of passenger trains. Among that number, I recall, were Ansell Tucker, Joe Smith, Joe Ham, Hollis Smart, Carter Thompson, of the Boston & Maine, A. Barrett, Jack and Levie Wright, Geo. Clough, of the Lowell, were all stage drivers before the railroads were completed. A number of the passenger conductors on the Boston and Providence and the Old Colony were stage drivers before the roads were completed.

The stage coach drivers of olden times were usually loquacious chaps. Passengers were generally willing to pay a little extra or treat the driver to a cigar or a "nip" in order to get a seat on the box next to him to hear him spin his yarns about the old maids, grass widows and old codgers, and gossips along the road. The old stage drivers made the best conductors, because they were good judges of human nature and always "up to snuff." Those old stage drivers and conductors have all crossed the pathless ocean of death and have joined the "choir invisible." And the Concord coaches have been numbered with the "has-beens." Until 1854 there was no railroad running west of Chicago, all traveling being done in coaches. At that time I was running a passenger train on the Michigan Central road

from Chicago to Detroit. I have seen as many as thirty-five or forty twelve-passenger stage coaches in front of the stage office at Lake and State streets, all loading up with passengers and baggage for all parts of the west. It is a well known fact that the first railroad in America was a tramway, built in 1826 from the Quincy, Mass., granite quarries to a wharf on the Neponset river. It was used to transport blocks of granite to build the Bunker Hill monument—the road was three miles in length. About one hundred feet of that road is still in existence, left as a relic. The rails used to construct the road were scantlings laid on granite ties, with strap iron nailed on top. The cars were hauled by oxen and horses.

On the morning of August 9, 1831, at the head of Lydius street, Albany, N. Y., there stood on a railroad track a queer looking engine; behind it was a little tender with two barrels of water and about a half-cord of pitch-pine wood and two strange looking passenger cars, consisting of the bodies of two stage coaches fastened upon railroad trucks. The little locomotive was built at the West Point foundry, and was taken to Albany by river boats. It weighed but four tons. It, with the two cars, was about to make a trial trip from Albany to Schenectady. A great crowd had assembled, and it was nearly time to start the train. Accordingly, everybody was full of interest and curiosity. The locomotive was the first of that character ever built to run on a passenger train in this country. It was called the De Witt Clinton. The road was called the Mohawk and Hudson. The engineer was E. Mathews, and the conductor John T. Clark, the first conductor in the United States to run a passenger train, was an old stage driver. He stepped from platform to platform outside the coaches to collect the tickets, previously sold at the hotels and other places in the city. Mounting a little buggy seat on the front end of the first car he blew his tin horn as the signal for departure. The engine started with a great jerk, much puffing and wheezing and loud shouts from the crowd. The train moved off amid the black smoke from the pitch-pine wood, and a shower of sparks as large as walnuts, and thundered along towards

Schenectady. The trucks of the cars were coupled together with chains or chain links, leaving from two to three feet slack, and when the locomotive started it took up the slack by jerks with such force as to jerk the passengers and send them flying across the coaches from under their hats, and when the train slacked up the dose was repeated. The pitch-pine smoke and cinders came pouring back the whole length of the train. Each of the outside passengers who had an umbrella raised it as a protection against smoke and fire. They found it but a momentary protection, for in the first mile the last one went overboard, all having their covers burnt off from the frames. A general melee took place among the passengers, each whipping his neighbor to put out the fire that was burning the clothes from their backs. A successful experiment was tried for the purpose of remedying the terrible bumps and jerks that was causing such a panic among the passengers. The train was stopped, the three links in each coupling having been stretched to their extreme tension, a rail from the fence was extended horizontally between each pair of cars and fastened to its place by means of the packing yarn used for packing the cylinders. It was a success.

Some of the incidents of the trip were striking. A general notice of the contemplated trip having been given, it excited not only the curiosity of those living along the line of the road, but of persons from a distance, causing a large collection of people at all the interceding roads along the route. Everybody, together with his wife and children, came in all kinds of conveyances, and being as ignorant of what was coming as were their horses, drove up to the railroad as near as they could get, only looking for the best position to secure a good view of the train as it passed. As it approached, the horses took fright and wheeled, upsetting buggies, carriages, carts and hay wagons, and leaving for parts unknown to the passengers, if not their owners, and it is not positively known if some of them have stopped as yet. The train arrived in Schenectady with the passengers in a dilapidated condition as to clothes and hats, half of them being burned from their backs. After partaking of refreshments the train and

party returned to Albany. Such was the first locomotive trip in New York.

It should be added that the Mohawk and Hudson railroad now forms the eastern terminal portion of the New York Central road at Albany. Originally eleven different companies owned and operated the railroads now composing the line connecting Albany and Buffalo. In 1850 there were seven distinct companies between these cities. The following year they were united under one management.

The Erie railroad joined New York and Dunkirk on Lake Erie in 1851. The Balti-

built more miles of railroad than was built by the three leading countries of Europe.

The first passenger train in the state of Pennsylvania made its trial trip in March, 1832, from Philadelphia to Germantown, drawn by the locomotive Ironsides, built by M. W. Baldwin, founder of the great locomotive works that now bears his name. The engine weighed seven tons. On the first trial of the Ironsides it was discovered that the drivers were too light to give adhesion to the rail. So the builder and two machinists pushed it ahead until speed enough had been obtained, when all jumped aboard the



CEREMONY OF HOPI FLUTE PRIESTS, ARIZONA

Courtesy Atchison, Topeka & Santa Fe Ry.

more and Ohio road reached the Ohio river the same year. By 1854 it became possible to travel from the Atlantic seaboard to Chicago by rail. In 1855 the Chicago and Rock Island connected Chicago with the Mississippi river. In 1837 there were but twenty-three miles of railroad in this country, while in 1840 there were 2,818 miles in operation; in 1850, 19,021 miles; 1860, 30,914 miles; 1870, 52,914 miles; 1880, 93,206 miles; 1890, 163,797 miles; 1900, 195,346 miles. Until 1850 three-fourths of the mileage was in the New England states.

The people in the United States have

engine in order that their weight might keep the wheels down. Moreover, the boiler was too small for the engine and steam could not be generated fast enough to keep it in motion for any length of time, so that for a portion of the distance from Philadelphia to Germantown it was necessary alternately to push and ride in order to cover the distance.

One of the most curious of early cars was the Victory, a model of which is preserved in the office of the Eastern Railroad Association in New York. It was the first Monitor, or raised roof car, and was run

on the Philadelphia and Reading road in 1836. The seats were arranged like an omnibus around the sides—the car was entered from the sides. At each end was a room, one for use as a toilet closet, the other was used as a bar, for our ancestors in those days of universal drinking, were unable to do without their potations even on a railroad trip.

All the first railroads made use of wooden rails, upon which strap iron was spiked. These strap rails had an unpleasant fashion of curling up from the weight of a car on the central part combined with the action of heat and frost; when the ends of the rail were struck by the car wheels they would often be forced up through the bottom of the car; the train would have to stop and the snakehead, as they were called, would have to be pounded down, while the train went over it. Passengers on the cars were often injured by the accidents.

The old-fashion custom of booking passengers as they did in old stage coach times was transferred to the railroads; each passenger's name was taken and a slip given him with the number of his seat in the car. This custom continued for a number of years after the first roads were run. It was not until 1853 that coupon tickets were issued. A passenger from New York to Chicago was obliged to buy a ticket over each road; that is, from New York to Albany over the Hudson River road, from Albany to Buffalo over the New York Central, from Buffalo to Detroit over the Great Western Road of Canada, and from Detroit to Chicago over the Michigan Central road.

In 1854 the fare from New York to Chicago was \$26.00. The local tickets were paste-board cards with no date and used over and over until they were worn out. We did not know what a ticket punch was until 1856. No check was used on the conductors in any way. The fare was the same if paid on the train as it was when a ticket was purchased. The main object of the passengers was to get a good seat on the train, ticket or no ticket. While I was running a passenger train on the Michigan Central road in 1854-1855, my cash way bill was frequently \$1500 and \$1800 a trip, on the day run. No tickets were sold at any of the stations on the road after 12 o'clock

at night, all fares being paid on the train after that time, yet the boys gave the road a square deal. Some of the boys made money selling eggs, butter and huckleberries, and made enough on the same to buy a brown-stone front or a farm and retire from the road. Out of nineteen conductors that were running passenger trains on the Michigan Central in 1855, there are only two now in the flesh, George Hopper and the writer. All the others have crossed the "pathless ocean" and have joined the "choir invisible" in the promised land. Major Hopper has been on the Central fifty-four years. During the last thirty years he has been paymaster for the Michigan Central System and he has still steam enough to take him over the grade, and bids fair to continue to hand the boys their monthly pay for many years to come.

#### PERILOUS DAYS IN TEXAS.

In 1873 there was but one railroad completed and running in Texas—the Houston and Texas Central, running from Houston to Denison, though a number of other roads were being constructed. The travel in that state was mostly done in stage coaches. Ben Ficklin and Co. were the largest mail contractors and owners of stage coaches in that state. At one time they were running nearly 500 coaches. During 1875-1877 the writer was acting as manager of the Ben Ficklin line of coaches from San Antonio to El Paso, San Antonio to Austin, Dallas to Fort Worth, Fort Worth to Fort Concho, and Fort Worth to Wetherford, about 1,200 miles. At that time Texas was a wild state, full of renegades, bandits and outcasts from the northern states. Those were perilous days in that state; it was "dangerous to be safe." Often the Mexican greasers would come over and run off our horses and stock. The Knights of the Road frequently held up our coaches and they did not hesitate to kill as well as rob. The officers of the law were very slack in performing their duty—in fact we didn't know who to trust. The vigilance law was often put in force. The stringing up of one or two of the desperate devils who were robbing and killing people would cool the desperadoes off for a while. As our coaches carried valuable money packages, we frequently were obliged to send an armed guard with the coaches.

Our stage drivers were composed mostly of old drivers who had seen service in California in the days when all the travel in that country was done in stage coaches. They were a fearless lot of men who were afraid of nothing on earth, and they knew just what to do in case of a "hold-up;" they generally went on the principle that in cases of that kind the easiest way was the best way. It called for nerve and pluck in a stage driver to fulfill his duties. A first-class hold-up of a stage coach with a load of passengers is rather an amusing affair; that is, if the passengers behave themselves and don't undertake to kick and become

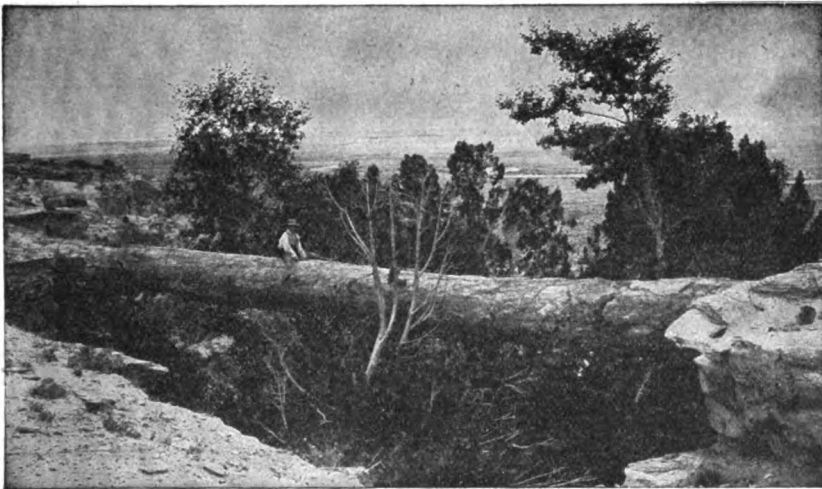
where we changed teams, and pulled out for Fort Worth. About five miles from Eagle Ford, on a lonely road, we struck the top of a hill. As we started to descend the hill, all at once Perkey slapped on the brake good and hard and gathered his team together. I looked at the team, thinking something had broken.

"What's the matter, Perk?" I asked.

"Matter enough; look down there, we are in for it," rejoined Perkey.

At the foot of the hill we saw three saddle horses tied to trees.

"It's a hold-up," exclaimed Perkey. "Now keep quiet." He eased the team down the



THE NOTABLE PETRIFIED BRIDGE, PETRIFIED FOREST, ARIZONA

Courtesy Atchison, Topeka & Santa Fe Ry.

cranky. I know it to be a fact from experience.

One of our coaches left Dallas for Fort Worth Oct. 15, 1874, with eleven male and one female passengers inside, and two passengers and the driver and the writer on the outside of the coach—sixteen in all. Our driver, Dan Perkey, had driven stage coaches many years in California for Wells, Fargo and Company. Old Dan didn't fear God, man or the devil. He had been mesmerized and made to dance to the music of the "very gentlemanly road agents and hold-ups" in the Golden state in former years. He knew his business to a dot. We arrived at Eagle Ford, twelve miles from Dallas,

hill, and just as we reached the foot of it out stepped three husky looking chaps, each with a cloth mask over his face. They covered us with their guns and ordered a halt. Old Perkey didn't wait for a second order; he pulled his team into the breeching in a second. While one of the gang held a bead on the deck load of passengers, the other two went to each side of the coach to guard the passengers that were inside. With his gun on us they ordered Perkey to unhitch the team from the coach and tie them to trees. With our hands up the three of us on top were ordered down and searched for guns; they found one on me and one on another fellow. The four of us

were then lined up and they commenced taking the passengers out of the coach, one at a time, looking them over for guns. They found four. Drawing the loads from all the guns they had found they threw them all in a pile. The lady in the coach was not molested; she was informed that she was perfectly safe and to fear nothing. She was addressed in a very gentlemanly manner by one of the "custom house officials" with a very polite bow and with his hat off. I think the cuss was a prodigal son from a high-toned southern family. The fifteen of us were lined up and each one examined for money. They made a thorough examination and took nothing but money; those that had watches were allowed to keep them. They came to a little starchy duck who wore a stove-pipe silk hat and dressed to kill. A silk plug hat in that wild part of the country was like a pair of white kid gloves in a coal yard. They examined him and found only six dollars on him.

"Where is the balance of your money?" demanded the "collector of customs." "You ain't trotting around this part of the country with that little bit of 'rino.'"

"Dot ish every cent what I have, so help me gracious," rejoined the fellow.

"You are a liar," said the receiving teller. They went through the chap from his head to his heels but found nothing. They took his watch and seal ring, but were not satisfied. One of them went to the coach, assisted the lady out and made a search. Tucked nicely away under one of the cushions was a fat roll of greenbacks of \$2000 that the chap had secreted. The cuss was wild.

"Mine Got in Himmel, vot vill I do?" he yelled.

He got the laugh from everybody.

When they came to me they examined my papers and found that I was agent of the stage line. They handed me back my pocketbook and money, about \$30.

"We ain't after your kind," remarked the receiving teller of the gang.

The driver, Perkey, was the possessor of one dollar and thirty cents.

"Poor cuss," remarked the cashier of the gang, as he handed Perk back his rino and gave him a ten dollar bill. "When you get to Fort Worth just set up the drinks for this crowd," he remarked.

"I'll do it," rejoined Perkey.

Among the crowd of passengers was the sheriff of Tarrant County, Texas. He lived at Fort Worth. He was relieved of \$600 and a splendid silver-mounted gun, which they kept.

Now just to think of it. There were fifteen able-bodied men having six guns among them, held up, "brow beaten" and robbed by three road agents. It seems queer, yet 'tis so. They had the drop on us all from the word go. They had us at their mercy and they knew it, and we were well aware of it. They obtained in all about \$6000 on the deal. We had the mail on the coach, but they did not molest it; they knew better—Uncle Sam never quits hunting for parties that steal from him.

After they had finished up their job, they took our leaders and our best wheel horse; they put their saddles on them, then killed their three horses and our other wheel horse, mounted them and rode off. Their horses were poor and tired, while our horses were in good order and fresh. By killing the horses it compelled us to walk.

## Old Age Pensions in Germany

BY LUDWIG LOYDOLD, VIENNA, AUSTRIA.

In Germany the old-age pension in its practical operation might be called a form of compulsory insurance under government direction and with government help. Thus every person working for wages or a salary not exceeding \$500 a year must take out an

old-age or infirmity insurance policy on which he pays one-half of the annual premiums, while his employer pays the other half. From the fund thus obtained pensions are paid to persons whom sickness or infirmity have incapacitated for work,

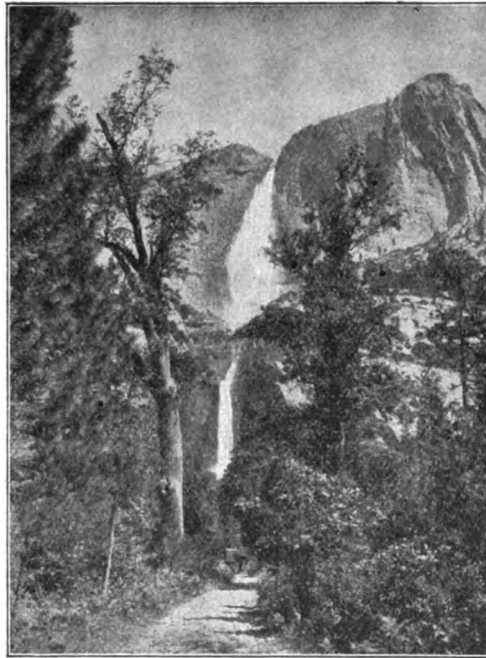
as well as to those attaining the age of seventy years. To each recipient of an invalid or old-age pension, the government makes an additional grant of its own. The amount of the pension is determined upon the double basis of the wages received by the pensioner while he was at work and the amount he has paid in premiums. In 1907 there were insured in Germany of the Government Old-age and Invalidity Insurance more than fourteen million persons.

In practice the invalidity pension has proved more popular than the strictly old-

The average pension paid was:

For old-age .....	\$39 52 a year
For permanent invalidity....	40 04 a year
For provisional invalidity....	40 14 a year

Of course, these sums seem very small to American conditions, but it must be remembered, first, that the difference between the American country and Germany in respect to the relative cost of living is a part always to be reckoned with in making comparisons, and second, that Germany was the pioneer in these reforms and her cautious first steps have been far exceeded by the nations that



BRIDAL VEIL FALLS, YOSEMITE, CALIFORNIA

Courtesy Atchison, Topeka & Santa Fe Ry.

age pension, for the reason that the infirmity pension can be entered upon when the invalidity occurs, and after the age of seventy it takes the place of an old-age pension. Thus while in 1907 there were 110,967 persons receiving the straight old-age pension, there were more than 800,000 who were in receipt of the infirmity pension. The total national expenditure in 1907 on the insurance account was \$52,750,000, of which about \$4,200,000 was the old-age pensions.

have followed her. There are five classes of contributors to the German fund: 1. On annual wages or salaries of \$87.50 the annual premium is 3½ cents a week. 2. On annual wages or salaries of \$137.50 the annual premium is 5 cents a week. 3. On the annual wages or salaries of \$212.50 the annual premium is 6 cents a week. 4. On annual wages or salaries of \$287.50 the annual premium is 7½ cents a week. 5. On annual wages or salaries of \$500 the annual premium is 9 cents.

Benefactions under the act are somewhat restricted. Thus old-age pensions are paid to only those who have contributed for at least 1,200 weeks and the disablement pension to those who have contributed for at least 500 weeks. It was thought that a wholly unrestricted pension scheme was too fearsome an experiment, the whole thing being at best so bold a leap in the dark and in defiance of sacred traditions.

This is the scale of German pensions according to classes:

Class 1.....	\$27 50 a year
Class 2.....	35 00 a year
Class 3.....	42 50 a year
Class 4.....	52 60 a year
Class 5.....	57 60 a year

The government collects and cares for the fund from which these pensions are paid, composed of the contributions of workmen and employers. It is thus in possession of an enormous sum of money. Much of this money it invests for profits in order to provide the pensions, but part of it is put into improvements for the benefit of workmen, for the sole purpose of improving their health and thus keeping down the pension payments. Is not that a most curious and suggestive fact? As a matter of mere business the government uses a part (and a very considerable part) of the fund at its disposal to build sanitary homes for workingmen, hospitals for workmen, and to fight tuberculosis among workmen. And if this government has now found that to provide healthful dwellings is good business because thereby it can keep down the nation's sick list, how great is the accumulated work that other workmen suffer and have suffered, being housed haphazard and so often in deadly environments? If the old-age pension had wrought no other good but merely to force attention to this vast, vital and fundamental housing problem, the world should call it blessed.

Germany, I need hardly say, did not arrive at these humane improvements without fighting for them. At best the whole thing was regarded by the philosophers and wise men as a piece of sublimated folly. They knew perfectly well that any such scheme would be ruinous to the national character and an insupportable drain upon

the national revenues. They not only knew it, but they could prove it, and they did, with the most obliging kindness. There is also a certain order of mind everywhere that regards every innovation as of the devil and detestable, being, it seems, quite able to see clearly that the way everything has been done in the past is the best way ever conceived by man, and if anyone says there is a better way he is a scoundrel and muckraker and let him die the death.

All such minds in Germany perceived that the thing was impossible, and said so. Moreover, there is that other school of thought that seems to believe the miseries of mankind to be its blessings, and that the way to improve the race is to have the greater part of it live in slums, crowded tenements, darkness, want and insufficiency. These foresaw that if the government undertook to support men in their old age there would be no incentive, and of course the world could not keep house without incentive. How could it? Unless a man were reasonably sure that his declining years would be passed amid the horrors of the poorhouse, he would never do a bit of work. Nothing but the fiend and the wholesome fear of the scourge ever made anybody work. That was perfectly clear, and consequently productive industry would come to an end, and what would the country do then, poor thing?

But the government was not greatly impressed by these arguments, being, as a matter of fact, not impelled to the pension idea by any process of reasoning but driven thereto by the rising tide of German Socialism, which the government, having mind upon its army, desired to stem. Anyway, the thing was done. I hasten to reassure the timorous by declaring that so far as a repeated and conscientious investigation can discover, it has not ruined the country, depleted the revenues, nor impaired the national character. Productive industry has not been paralyzed and there has been ample store of incentive. Undeniably, in the last twenty years the conditions of the German workingman have very greatly improved; he has more comfort, more health, more joys. And this has been one of the greatest causes of his bettered situation.

# The Logic of International Co-operation

EXTRACTS FROM AN ARTICLE PRINTED IN THE "ALBANY REVIEW" OF LONDON, BY FRANCIS W. HIRST, EDITOR OF THE LONDON ECONOMIST.

\*\*\*The idea of international co-operation as a means of lessening the dangers and mitigating the brutalities of warfare, of improving the laws and customs that regulate international intercourse, and finally of reducing the awful and ever-growing burden of competitive armaments is not new. Dante dreamed of a model emperor under whose wise control all nations would dwell in peace. Marsilio of Padua thought of a universal democratic church, whose ecumenical councils might reflect a republican union of states. Erasmus marvelled how Christians, "members of one body, fed by the same sacraments, attached to the same Head, called to the same immortality, hoping for the same communion with Christ, could allow anything in the world to provoke them to war." Disputes between nations, as between individuals, there must be; but why should not all parties agree to submit to the old Roman arbitrament of good men? And might not a general peace be brought about in the Christian world by agreement between the rulers under the hegemony of Pope and Emperor? The dreadful wars of the Reformation converted at least one calculating statesman into an idealist. The Grand Design of Henry the Fourth sprang, in all probability, from the brain of Sully, in whose Memoirs it stands recorded, an imperishable monument of political sagacity. A treaty "done at the Hague," between Henry of Navarre, Elizabeth and the Dutch Republic, was clearly intended to pave the way for this great League of Peace. Twenty-two years later Hugo Grotius was imprisoned in the Dutch capital, and afterwards taking refuge in France prepared and published his immortal work on the Law of War and Peace.\*\*\*

In the eighteenth century, wrote Sir James Mackintosh at its close, "a slow and silent, but very substantial mitigation has taken place in the practice of war; and in proportion as that mitigated practice has received the sanction of time it is raised to the rank of mere usage and becomes part of the law of nations." It is in a large

measure due, he adds, to the labors of Grotius and his disciples that these results have been achieved. They have given us instruments of reasoning and materials of science, and so the code of war has been enlarged and improved, old questions have been decided to the benefit of all, and new controversies have arisen which will in their turn make for the extension of peace and the improved happiness of mankind. It was not without reason that toward the end of his life Mackintosh, looking back on the period 1630-1830, placed the *De Jure Belli ac Pacis* first among the four books that had most directly influenced the general opinion of Europe.

It would be tempting, if space allowed, to pause and consider in detail how the Grand Design of Sully was elaborated by William Penn and the Abbe de Saint Pierre and Jeremy Bentham; how the system of Grotius was developed by Puffendorf, De Mably, Galiani and other international lawyers; how, while Turgot, Adam Smith and Franklin showed the fatal consequences of war to commerce and industry, Kant destroyed its philosophic basis and justified the thought of perpetual peace as the righteous and probable sequel to the growth of lawful and representative government. Many of the ideas then first thrown out have been adopted in whole or in part. With the nineteenth century the practical movement begins, and the missionaries of peace who should have prepared the way for the Abbe de Saint Pierre began to preach the new gospel of good will among nations. In the hands of men like Cobden and Bright "the thing became a trumpet," with the heroes of free trade on her side. Peace could no longer be slighted as the obscure goddess of an almost unknown sect. Scoffers continued to laugh at the movement, but they could not laugh it down. Cobden was far too wise, of course, to expect large changes to come about on a sudden. But he put forward in 1849 a practical programme upon which efforts might be concentrated. I will give the message in his own words: "Let the Peace Congress,

which is spreading its roots and branches far and wide throughout the world, proclaim these four cardinal principles of faith and heart—arbitration instead of war; a simultaneous reduction in armaments; the denunciation of the right of any nation to interfere by force in the domestic affairs of any other nation; the repudiation of loans to warlike governments." To these he added the abolition of the right of belligerents to destroy peaceful commerce and merchant shipping in war time. At a great Peace Conference held in Paris in the same year, over which Victor Hugo presided, Cobden proposed a resolution in favor of a simultaneous and proportionate reduction of armaments, illustrating his theme by the history of the rivalry between the British and French admiralities. Each addition by one led to a proportionate addition by the other, and for a long period of years our Fleet and Naval Estimates had stood in the relation of about three to two as compared with the French Fleet and the French Naval Estimates. Yet in thirteen years of peace the cost of both had risen fifty per cent.

"No sooner is the keel of another line-of-battle ship laid down in your dockyards than forthwith fresh hammers begin to resound at Plymouth; a new forge has hardly begun to work at Cherbourg when immediately the sparks are seen to fly from fresh anvils at Plymouth, and *vice versa*. My first objection to this is its supreme folly—for as both countries increase their naval strength in equal proportions neither party has gained by the change, the only result being a pure waste to the amount of the augmentation. My next objection is the extreme hypocrisy of the system; for at the very time that all this increase of armament has been going on our respective governments have been exchanging assurances of mutual feelings of friendship and good will. If these professions were made in sincerity and truth, where was the necessity for more ships of war and more coast defenses? An individual does not cover himself with armor in the presence of his friends. But my greatest objection to these vast armaments is that they tend to excite dangerous animosities between two nations and to perpetuate fear, hatred and suspicion

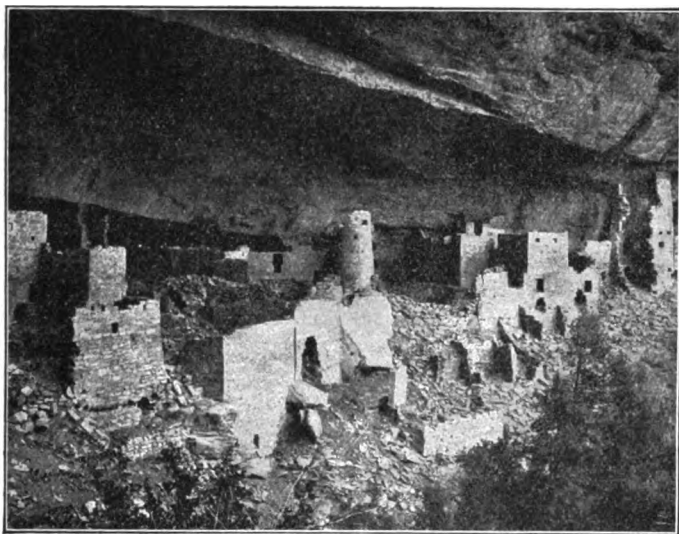
—passions which find their gratification instinctively in war."

How plain and how simple! But Cobden quietly warned his audience not to entertain the illusion that they would easily succeed in teaching this little arithmetical lesson to governments. "I speak from long experience when I say that none are so difficult to teach as professional statesmen. They are so devoted to routine and so fortified in self-sufficiency that they do not easily believe that wisdom exists in the world excepting that which radiates from their bureaux." Today Englishmen may well be proud that a proposition based upon this simple arithmetical truth was, at the Second Hague Conference, laid by our government before the representatives of all the civilized nations of the world. Whatever may be the immediate results of this proposal it will most assuredly bear fruit of inestimable value. It is an achievement not less important than the decision of Mr. Gladstone's government to submit the Alabama claims to arbitration. In the Temple of Peace, Sir Henry Campbell-Bannerman will stand on a pedestal with Cobden and Gladstone.\*\*\*

Fortunately time is on our side. Every year that passes increases sea-borne trade and complicates the already complex system of insurances. A modern ship suggests the analogy of a modern shop. Both are probably owned by a company. The fact that the manager or captain is a German does not prove that the shareholders are German. Nor if they were does it follow that the loss or capture of the vessel would injure them. It may be a liner in which British capital is embarked. The cargo may be mainly British or neutral. Both the vessel and cargo may be insured in British or neutral insurance companies. It is all very well for naval and military experts to talk at large about the damage we could do Germany by sending such a ship to the bottom in time of war; but the more one inquires into the complexities of the shipping trade the more uncertain does this theory become. Indeed, the practical dangers and difficulties are already so great that the system would most likely break down in practice, as the old system did in the Crimean

war. If a naval war were to break out between two commercial powers I think they would probably begin with a reciprocal agreement to let non-contraband private property and shipping severely alone. Besides, is not the occupation of commerce-destruction and prize-hunting on the open seas too odious to be tolerated by civilized opinion? It is a good while now since piracy was regarded as an honorable calling. Prize law is the last relic of this sport, and it ought to be restricted to contraband carriers, even at the risk of hurting the feelings of Professor Holland. Another objection to the practice which has been

powers to sign an international convention containing a list of contraband articles which shall be binding upon all belligerents. Of course such a list could be revised and modified periodically. When contraband is regulated by international convention and the right of belligerents to make law upon the subject in their own interests has been put an end to, a fertile source of international complications will be removed and a danger which perpetually threatens to extend the area of hostilities and has been responsible for many wars in the past will at length disappear. When the two reforms above suggested have been carried, the laws



PREHISTORIC CLIFF DWELLINGS

Courtesy Atchison, Topeka & Santa Fe Ry.

pointed out by a member of the Board of Admiralty is that the modern type of cruiser is not adapted for privateering. She can ill spare men for prize crews. She has no room, of course, for cargo, and the inconvenience of taking the passengers and crew of a large vessel on board is very great, even if the captain is prepared to take the responsibility of sending it to the bottom. \*\*\*

With regard to the contrabands of war, it is the opinion of those who have given most thought to the subject that the only way to put the law upon a sound basis is for the

of property and commerce in naval warfare will have been brought into conformity with the following principle:

All trading vessels, whatever their flag or nationality, should be exempt from capture or destruction unless they carry contraband.

Here is simplicity, common sense and justice. The present system has none of these virtues. It is complicated, stupid and unfair. With the reform of the law of contraband is closely associated the constitution of Prize Courts. The same international convention which gives a real international

character to the law of contraband should also give a real international character to the Courts which administer it. Sir John Macdonnell has stated the case with admirable brevity. "The present composition of Prize Courts," writes this eminent authority, "is objectionable, and especially unsatisfactory to neutrals. A Prize Court, as usually constituted, sits in the territory of the belligerent which happens to be the captor; it is composed of the judges of the captor's country; sometimes it is an administrative body. If there is an appeal it is to the belligerent's Court. In this Court the neutral who seeks restitution of his property is claimant; it is not for the captor to justify what he has done; the burden of proof lies on the owner." To remedy this state of things the Powers at the Hague might very well agree that in future Prize Courts shall be invested with a truly judicial character, and that an appeal shall lie from their judgments to the Hague Tribunal.

In the whole sphere of politics there is perhaps no study more sublime than that of international law. But there is always the danger of its discussion being confined to experts and of its care being relegated to small-minded officials. To prevent this misfortune and to associate himself with the free discussion of these great concerns should be the object of every good citizen. It is not enough to take a part in local and domestic politics. There is nothing more vital to the security and social progress of

his own country than the improvement of its relations with other States, the creation of machinery for the peaceful settlement of disputes, and the adoption of conventions for mitigating the horrors of war. If the Hague Conference did no more than spread the knowledge of international rules and excite interest in proposals for their reform, its existence would be amply justified. As time goes on the work of the Congress and of the Tribunals will become more and more important, and nations will be more and more concerned to see that they are properly represented in the international parliament. But as Mill pointed out in his address at St. Andrew's in 1867, nothing can excuse citizens from the duty of aiding in the formation of public opinion on international questions. "Let not any one pacify his conscience by the delusion that he can do no harm if he takes no part and forms no opinion. Bad men need nothing more to compass their ends than that good men should look on and do nothing. He is not a good man who, without a protest, allows wrong to be committed in his name, and with the means which he helps to supply. because he will not trouble himself to use his mind on the subject." In short, it depends on the habit of watching and criticising public transactions, and upon the knowledge and solid judgment of them that exist within it, whether a nation shall prove itself at home and abroad selfish, corrupt and tyrannical, or rational, enlightened, just and noble.

## The License System

FROM AN ADDRESS BEFORE THE DENVER CONVENTION, BY HON. SEABORN WRIGHT, OF GEORGIA.

Whenever a city, through the license system, puts every man, woman and child in the city in direct partnership with the saloon element, whenever you so establish the saloon system that every man, woman and child in your city receives directly his proportion of the profit, you are establishing a system inherently and eternally wrong. You are trying to palliate the evil. You are trying to grease your conscience, so to speak. Men everywhere are doing it. The people

of this great Republic of ours, through their Federal government, have established what they call the license system, and our states have followed the example, and our counties have followed it, and our cities have followed it. It is the old, old effort to take money from an evil and transform by that means an evil into a thing of good. The people of this Republic are selling indulgences to sin just as they were sold back in the black days of the past. Your license

system is inherently wrong; though you receive millions in revenue from the liquor traffic, though every city is made rich by the money that comes from it, it can never change an evil into a thing of right.

We stand for the total abolition of a system inherently wrong, not for its reformation. Here in your city are men with a craving for liquor so strong that it is practically irresistible. There are young men just coming up to manhood in your city. You deliberately, for a hundred, or two hundred thousand dollars, plant upon your street corners saloons, reaching out invitations, saloons with open arms, appealing to the passion for strong drink in your men and women. Saloons whose inevitable end is to destroy the great virtues of manhood! You capitalize the passion for strong drink in your people. You deliberately set a price upon it. You turn over your men who are living today, you turn over the coming generation, to an institution and a system whose basic principle is the destruction of the great virtues of manhood. You do it for money.

The man who says that the saloonkeeper in this town is holding the saloon here is wrong. The man who says that the appetite of the man who drinks is holding the saloon in this town is wrong. I declare to you that the saloonkeeper would be weak, a mere feather in one of your western storms; the men who drink, whose appetites for strong drink have been developed by these saloons, would gladly, half of them at least, co-operate with you in the abolition of your saloons. In no city in this Union is the saloon intrenched behind the appetites of men. The thing that is holding the saloon in every license city of this Republic is not the appetites of the men who drink, but the avarice of the men who get their taxes paid. You eliminate the license money and tax from the saloon and it would die within a year. You are holding it here just as it is being held in every license city of this Republic, just as it is holding your Federal Congress, yes, your national government, in the grip of its fingers.

The man who votes to keep a saloon in any city or any state or any nation, who votes to keep it there because of his part

of the profit in the saloon, stands upon a dead equal with the man who robes himself in his white apron and boldly stands behind the counter and dishes out the drink. If I bring no other message to you from the south, from my long experience of years in the struggle against the saloon, I bring you this one at least, that the thing that is holding the saloon in this Republic is avarice, avarice, avarice.

Personal liberty! Why there is no such thing as personal liberty. You may study the Constitution of this great Republic of ours and the constitution of every state in this Union, and the words "personal liberty" nowhere appear. Personal liberty! The savage has personal liberty; the civilized man in a republic does not know personal liberty and cannot know it. When our fathers builded this great Republic every man who entered it as a citizen surrendered forever his personal liberty to the public good. I want to say to you tonight that any man who is not willing to surrender his personal liberty to the higher liberty of all the people should never be a citizen of this Republic. The Constitution of the United States is a great bill of surrender. When our fathers builded this splendid government they builded a monument as white as snow, and across its face in letters of living light they wrote *The Public Good*. Whenever a man becomes a citizen of this Republic he kneels before that splendid monument, lays down his personal liberty and swears eternal fealty to the public good. Personal liberty! It is this thing that is undermining the laws of the country. One man comes along and says, "This law is not in line with public sentiment, therefore I trample upon it." Another man comes along and says, "This law does not please me and my friends; it is against our ideas of things; we trample upon it." And so when that spirit of personal liberty spreads it is only a question of time until every man becomes a law unto himself and the laws of the Republic go down, down forever.

The thing that destroys a nation is not poverty; it is not even ignorance. The wages of national sin is death. You may take the great republics of the past; their fall was never the wages of poverty or ig-

norance. When Rome was tottering to her fall, there was no decay of material splendor. Her gardens were visions of splendor and beauty. Her hilltops were crowned with marble palaces, her streets with monuments to the living and the dead. And to the end did the national intellect retain its vigor. In poetry, literature and science they wrote, they speculated, until the darkness fell. O my brother, wealth and intellect have no power to save when they render allegiance to vice. Rather are they blind Samson pulling down the temple of state, to perish in the common ruin. I make this

last appeal to you men and women of this queenly city of the west. Stop capitalizing vice. Put a premium on manhood and not on dollars. Understand once and for all that this great, splendid government that our fathers gave us is not based on dollars. It is not based on power, or broad dominion, not based on fields, not based on great standing armies; but the mighty sill of it all is this, forever, and forever a virtuous, clean womanhood, and an incorruptible, courageous, sober, God-fearing manhood, to be the citizenship of our splendid nation.

## The Decision in the Missouri Rate Case

FROM "THE RAILROAD AGE GAZETTE."

The Missouri rate case tells simply the old, old story. An epidemic of anti-railway agitation swept over the country. It became the fashion to reduce freight and passenger rates. The members of the Missouri legislature hadn't the slightest idea of what profit, if any, the railways in that state were making. But most of them felt sure that, whatever the roads were making, it was too much. The rest reflected that rate laws were being passed in other states, and probably it would cost them votes for re-election to oppose such legislation in their state. So, without any inquiry into the conditions and properties to which they were to be applied, a maximum freight rate bill and a 2-cent fare bill, to make big slashes in railway earnings, were passed with a "whoop." Few thought, and few cared, either in the legislature or in the constituencies, whether this was fair to the owners of the railways. They said that Mr. Hill, Mr. Gould, the Messrs. Moore, and the handful of other gentlemen who are reputed to own the roads were rich and "could stand it"—which is what a footpad might reflect after relieving Mr. Hill or Mr. Gould of his watch. The railways, strangely enough, did not relish being thus hazed and robbed. They appealed to the federal court. The court made the investigation of the value, the expenses and the earnings of the roads that ought to have been made by experts before

the legislature ever seriously considered the passage of the rate laws. The investigation showed that the rates fixed were entirely unremunerative; and there was nothing for the court to do but nullify them.

The result shows—similar results in similar cases had shown a score of times and will show again—that a policy of railway regulation that is shaped entirely by the prejudice and quackery of those who regard with suspicion all corporations; by the malice of those who have been injured, or think they have been injured, by railways; by the demagoguery of office-seekers; by the covetousness of travelers and shippers; and by the combined ignorance of the public about railway matters, will, in the long run, be ineffectual except to burden the calendars and the time of the courts, to increase the difficulty of bringing about proper relations between the carriers and the public, to hinder the development of transportation facilities, and to increase the probability of government ownership of railways, with its attendant incurable evils. The decision may, of course, be reversed by the Supreme Court of the United States. But that seems improbable. Repeatedly the Supreme Court has nullified state rate laws, because, having been passed without investigation or regard to fairness, they were found to be confiscatory. Every such decision is a warning to Congress, state legislatures, railway

commissions and the public, that the regulation of railways, in order to be constitutional and effective, must be intelligent and fair; and fair and intelligent regulating can be done only by unprejudiced bodies of experts, such as are to be found in not over a half-dozen states in the Union. It takes a long time to teach and learn a lesson so plain, and simple, and just.

Judge McPherson's decision probably means that practically all the freight and passenger rate legislation passed in the West in the past two and a half years will be set aside. But it does not establish any new principles. Counsel for the railways argued very persuasively that the Missouri laws were unconstitutional, not only because they were confiscatory, but also because they interfered with interstate commerce. The case was a good one in which to urge this point. Owing to the presence of such basing points as St. Louis and Hannibal on the Mississippi river, the state's eastern boundary, and Kansas City and St. Joseph on the Missouri river, its western boundary, and the competitive relations between these lines and the lines serving the cities on the eastern and western boundaries of Iowa, the state rates in Missouri, whether fixed by the railways, the legislature or the state commission, absolutely determine the interstate rates on commodities moving in, out of and through Missouri and the states north and south of it. But Judge McPherson refused to hold that rates fixed by state authority which would pull down interstate rates interfered unconstitutionally with interstate commerce. "The sole theory," he said, "on which rates are adjudged void can only be that the rates are not compensatory." There are many good lawyers who think that the Supreme Court of the United States will hold differently if a case is ever presented to it attacking rates made by state authority solely on the ground that they interfere with interstate commerce. It said in its decision in the Minnesota rate case last year that "the question, at any rate, is not frivolous."

One of the most interesting and important parts of Judge McPherson's opinion is that in which he discusses and specifies the percentage of return on its value which he thinks a railway is constitutionally entitled

to earn. He holds that a "railway property, properly built and properly managed, should, over and above expenses, make a return of 6 per cent. per annum," basing his ruling chiefly on the recent decision of the Supreme Court of the United States in the Consolidated Gas Company case. It is a logical inference, from the ruling that the Consolidated Gas Company is entitled to 6 per cent., that this is all to which a railway in Missouri is entitled? Capital is scarcer, the demand for it stronger and the rate of interest higher in Missouri than in New York. The difference in conditions is recognized by the interest laws of the two states. The maximum rate of interest for which anyone may legally contract in New York is 6 per cent.; in Missouri, 8 per cent. If a public service corporation is entitled to a minimum of 6 per cent. in New York it would seem that a public service corporation in less developed parts of the country, where business conditions are less stable, should be entitled to the opportunity to earn more than that amount.

The court evidently meant that 6 per cent. is the minimum average annual return to which a railway may constitutionally be restricted by public authority. It may be allowed, from motives of public policy, to earn more; but it cannot constitutionally be limited to less. A railway is quite a different kind of concern from a gas company. A railway's earnings fluctuate much more violently in transitions from good to bad, and from bad to good times, than a gas company's; and if a railway is entitled to an average of 6 or 8 per cent. per annum, it is obvious that it must be allowed to earn more than that much in the fat years in order to average that much in both the fat and the lean years—unless, indeed, the states and nation are prepared to make good its deficits in bad times from the public purse.

There is another important difference between steam railways and municipal public service corporations such as the Consolidated Gas Company. A water, or gas, or light, or telephone, or traction company in a city usually has a partial or complete monopoly of its business. But every steam railway meets competition at many points; and the lowest rate on any line between any

points, whether made by its own management or by public authority, is the highest rate that any other road can get between those points. Now, if it be judicially established that every railway is entitled to earn at least 6 per cent. per annum on its value; and any one or more of a number of competing roads can not earn that much on the basis of existing rates; does it not follow that all the competing roads are legally entitled to raise their rates until the weakest can make 6 per cent. even though the stronger lines be thereby enabled to earn more — perhaps much more — than 6 per cent.?

While Judge McPherson held the laws in question unconstitutional, he also, on the same evidence, expressed the view that a 3-cent passenger rate on the weak lines and a  $2\frac{1}{2}$ -cent rate on the strong lines would be reasonable and fair. The very data that Judge McPherson cites in his opinion shows that on all the weak lines and on many of the strong ones a  $2\frac{1}{2}$ -cent fare would be insufficient to yield the 6 per cent. return

to which he held that a railway is entitled. Nevertheless, there was at first a strong sentiment among the officers of the Missouri lines in favor of readjustment of passenger fares on the basis that the court suggested. When, however, Governor Hadley and Attorney-General Major, instead of indicating a willingness to negotiate with a view to reaching some basis of compromise, issued statements that they would carry the case to the highest court, the railway men who had favored a  $2\frac{1}{2}$ -cent rate decided that the position of the roads in the ensuing fight would be strengthened by the restoration of the 3-cent rate everywhere. This outcome will be mainly due to the uncompromising attitude of the state, and we have no doubt that if the roads were officially assured that the establishment by them of a  $2\frac{1}{2}$ -cent rate on the main lines of travel would end the litigation and create a more favorable public sentiment toward them, the lower rate would promptly be adopted.

## Songs in the Night

BY MRS. WM. JONES.

It was in the Cincinnati sleeper. Outside the car, it was as dark as the inside of an ink bottle. In the sleeper, people slept—or tried to. Some of them slept like Christian men and women, peacefully and evenly. Others slept like demons, as though it were their mission to keep everybody else awake. Of these, the occupant of lower berth number three was the leader and boss. When it came to a square snore with variations you wanted to call “lower three” in with a pocket full of rocks. We never heard anything like it. It was the most systematic snoring that we have ever heard. He didn’t begin snoring as soon as the lamps were turned out and the people in bed. Oh, no! There was more cold blooded diabolism in his system than that. He waited until everybody had a little taste of sleep, just to see how good and pleasant it really was, and then he broke in on their slumbers like a winged demon, and they never knew what

peace or sleep was again that night. He started out with a terrific snore that opened every eye in the car. We all hoped it was an accident, however, and trusting that he wouldn’t do it again, we all forgave him. Then he blasted our hopes and curdled the sweet serenity of our forgiveness by a long drawn snore just a little louder than the rest. Evidently it was going to last all night, and the weary head dropped back on the pillows and the swearing began. It mumbled along in low, muttering tones like the distant tones of a profane thunder storm. Pretty soon “lower three” gave us a little variation, which sounded as though his nose had got angry with him and was ready to make a “strike.” Then there was a pause and we began to hope he had either awakened from sleep, or strangled to death—nobody cared very much which. But he disappointed everybody by starting up again. Then he paused for breath and

when he had accumulated enough for his purpose, he resumed his business. All the night through he told his story. Just as the other passengers had consulted together how they might slay him, morning dawned and "lower three" awoke. Every body watched the curtain to see what manner of man it was that had made that beautiful

sleeping car the den of the snoring nuisance. Presently the curtains parted and "number three" stood revealed. Was it a great big burly looking fellow with a rough countenance? No; oh, no! It was a fair young girl with golden hair and timid, pleading eyes, like the eye of a hunted fawn. This was the snorer.

## Their Day as It Is

BY CAPT. GEO. W. BARBER, SR.

The efforts of a so-called Optimistic club to have April 1st dedicated to the cause they would promote is so thoroughly in keeping with the current acceptance of the day's significance that their request ought to go without saying.

People seem to think even now that all they have to do to celebrate some great man is to dedicate a monument or memorial to him, eat a dinner in his honor and listen to some hired silver-tongued orator descant upon his virtues. Some of this same sentimental type of people were for setting apart a mother's day which every mother's son was to mark by wearing a white carnation.

Such misdirected and condemning efforts may possibly have grown out of the far too general custom of regarding Sunday as the only day of the seven for religious behavior and observances. The other six, then, are often turned over to anything but righteous conduct. Humanity is always in revolt against sustained effort for good. It is forever swinging between the two extremes of a silly sentimentalism which seeks expression in such empty activities as those above outlined, and a complete disregard of the principles underlying all honorable persons and things.

It would set days and seasons and ceremonies and observances for that which, to be what it really is, should be always on the mind, to guide, counsel and inspire. Not until one gets beyond this degenerating effort at outward show and lip service, this limiting of what should be continuous consideration and contemplation of the good, the true, and the enduring, to special days and forms and occasions, will any real benefit come.

It is the killing letter, where one should and can have the quickening spirit. People who admire where they should emulate, believe only where they should understand and demonstrate. They are not followers even, but mere worshipers of idols fashioned out of and by their own foolish, vain imaginings.

### COMPOSITION OUT OF WHICH CHARACTER IS MADE.

"Mints may make money and manufactories may produce commercial products, but the Railroad Branch Young Men's Christian Associations make men. That is their work and business; men who get the right conception of life and what true success is.

"He has achieved success,  
Who has lived well, laughed often and loved much;  
Who has gained the respect of intelligent men and the love of little children;  
Who has filled his niche and accomplished his task;  
Who has left the world better than he found it, whether by an improved papyrus, a perfect poem or a rescued soul;  
Who has never lacked appreciation of Earth's beauty or failed to express it;  
Who has always looked for the best in others and given the best he had;  
Whose life was an inspiration;  
Whose memory a benediction."

And world-wide now, this organization has gone on with its precious work till the nations of the earth recognize its value and give it support. This is because the millions of men it influences for good build characters out of that composition that is eternal, namely: First, conduct; second,

companionship; and third, Christ. So great has been the man-making power of the two Christian nations that are English speaking, Britain and America today could unite hands and say to all the rest of the world, "You keep peace or we will make you." And if these United States which stand foremost in this noble work for men shall go on, led by God and blessed by Heaven, the hour may come when America alone could usher in "universal peace."

Good conduct makes for good character, for what we do determines what we are; add to this good companionship and give both of these the Christ who alone can save men, and you have a result in manhood that will make happy homes and perpetuate the principles upon which our country is founded. The Christ of God is in name and nature love, and when he becomes the controlling power of men's lives, then man will live so as to love his fellow man and extend the glad hand of help to the failing or lost brother man on earth. I request all brotherhood and association men and friends to join me in the prayer:

"Give us men!

Men from every rank,  
Fresh, and free, and frank,  
Men of thought and reading,  
Men of light and leading,

Men of loyal breeding,  
A nation's welfare speeding,  
Men of faith and not of faction,  
Men of lofty aim and action;  
Give us men—I say again  
Give us men!

Give us men!

Strong and stalwart ones,  
Men whom highest hope inspires,  
Men whom purest honor fires,  
Men who make their country wreath them  
As her noble sons,  
Worthy of their sires!  
Men who never shame their mothers,  
Men who never fail their brothers,  
True, however false are others;  
Give us men—I say again  
Give us men!

Give us men!

Men when the tempest gathers,  
Grasp the standard of their fathers  
In the thickest fight,  
Men who strike for home and altar  
(Let the coward cringe and falter),  
God defend the right!  
Tender as the brave are only,  
Men who tread where saints have trod,  
Men for country, home and God;  
Give us men—I say again  
Give us men!"

## A Railroad is Never Finished

Address in part of Mr. Daniel Williard, Second Vice President of Burlington System, at Galesburg, Ill.

So much has been said and written about railroads during the last two years, and by many well qualified to do both, as well as by some not qualified to do either, that it can hardly be possible that any new thing remains to be said, and I fear I shall only be able this evening to repeat to you collectively the same things I have already said to many of you individually.

Under the Burlington plan of organization the Second Vice President has direct charge of the operation of the line (responsible, of course, to the President), and for the last five years I have had the privilege and honor of holding that office. I re-

fer to this only that I may by so doing establish my relationship with the various matters to which I shall later specifically refer, because I propose to confine my remarks chiefly to the Burlington Company. I feel that I ought to be qualified to speak clearly on that subject, and while I have naturally read much concerning the general railroad question as a whole, the same sources of information have also been open to you, and I have no doubt many of you have given the general subject as much or even more study than I have.

In October, 1907—sixteen months ago—the Burlington Company did the largest

business in its entire history—ran the most trains, earned the most money and employed the most men. During the month the names of 53,000 men appeared upon its pay rolls; and the same condition existed quite generally throughout the entire United States. There was a well-nigh universal complaint of car shortage and lack of motive power.

Four months later, reports from the Car Efficiency Bureau in Chicago, showed a surplus of over 325,000 freight cars on the American railroads. In the meantime the Burlington Company had reduced its force by nearly 18,000 men and it was estimated that the transportation business of the country had fallen off more than 30 per cent.

What caused this unprecedented change? Men far abler than I have undertaken to explain, and many reasons have been given, all, I presume, more or less in harmony with the facts, but influenced no doubt by each man's point of view. I say candidly, I do not know what caused it; that is, assuming that there was any one cause, but I think I can point out to you some of the contributing causes, at least so far as the Burlington Company is concerned.

A railroad, as you all well know, is a living, growing thing. It is never finished, or if we think we have finished some certain part, as was probably thought when the original stone engine houses were built here some years ago, or when the first bridge was built across the Mississippi River at Burlington, it always happens that heavier, larger and longer engines come along in course of time, forced upon us by the changed conditions, and our engine house which was built for all time becomes too short and our bridge too light, and both must be rebuilt. The same thing is going on in every department of railroad operations—ballast, ties, rails, coaches, station buildings, even grades and curvature, all come within the changing influence of time and progress. I referred to the engine house specifically simply to illustrate my point.

On January 1, 1907, the sum total of the Burlington budget, as it stood approved by the President on that date, amounted to something over \$16,000,000. It included some new equipment and also some quite large improvements, such as new yard at

Lincoln, grade reductions between Galesburg and Savanna, etc.

That was just before this wave of anti-railroad legislation referred to had fully developed; but when we saw what was happening, when we read the bills that were being passed daily, and the others that were under consideration, we became very much concerned. It seemed clear to us that even if business continued good—and remember this was ten months before the panic of November—that our earnings would probably be considerably reduced by the reduction of freight and passenger rates in various states, and our expenses were certain to be much increased by some of the legislation and also by the advance in wages, and it was necessary to consider where the money was coming from to pay the large bills that would come due in connection with the budget program. After considering the matter very carefully early in January, we decided, first, not to authorize anything further in the way of improvements unless actually necessary; and, second, to stop as many things already authorized as it was possible to get along without.

Among the things so put off or deferred were the building of a new engine house and necessary shop buildings at Clyde; the construction of a new line about fifty-five miles in length from Herrin to the Ohio River; double track between Galesburg and Bushnell; new passenger depots at Monmouth and several other places; work on new terminals at Lincoln, etc. Of course, it may not have seemed to you at the time that we were stopping, because we still had so many things under way, and you can not prudently stop large undertakings all at once—for instance, we could not stop work on the new yard at Galesburg when it was half done, and you will recall that it required more than two years to complete the plan but we did slow up as much as possible; that is to say, we tried to finish up such things as were authorized before January 1, 1907, and which were still considered necessary, but we did not start any new things. The effect of this is best shown by the size of the budget on January 1, 1908—it was then a little over \$8,000,000, or about one-half of what it was twelve

months before. In the meantime the November panic of 1907 had come upon us, and it seemed not only best, but necessary to continue the policy decided upon in January of that year, and on the 1st of January, 1909, the budget, as it then stood, and as it now stands, amounts to a little less than \$1,000,000; and this brings us up to the present time.

The Burlington Company has on its pay rolls today about 38,000 men, 15,000 less than in October, 1907, and 7,000 less than in February, 1907. We are doing all the things that we consider necessary for the safe operation of the trains, and for the proper maintenance of the property, but conditions so far have not seemed to us to justify a resumption of the policy of betterments and extensions followed during 1906 and the preceding years. I do not know absolutely that it is so, but I imagine that the other railroad companies have been pursuing much the same course as we have here. The latest reports indicate that the total railroad mileage of the United States is about 230,000, so that the Burlington's mileage is about one-twenty-fifth of the whole, and if you multiply what has happened on this road by twenty-five you will get a result for the whole country which will probably not be far from the truth. In fact the Eastern roads suffered much more from the actual business depression than we did in the west.

It has been stated by men who should be competent judges that from one-third to one-half of all manufactured steel and iron is used either directly or indirectly by the railroads, and that fully one-half of all the lumber manufactured is so used. When it becomes necessary for the railroads to stop buying new cars and engines, and also to stop all new construction and improvements, when possible to do so, you can well understand the effect that course must have had upon the two particular lines of business just mentioned. Of course, many other lines were similarly affected, and it would seem logical that no full and real resumption of business can be expected until the railroads are again able to resume the policy which they were forced to abandon early in 1907.

In my opinion, railroad business, which really means all business, will recover its

former proportions when the influences and forces at work during the last two or three years shall have ceased doing the things that have contributed so largely towards bringing about the depression which we all deplore. Perhaps that is not quite clear. I do not mean that laws already made must necessarily be unmade, that wages raised must be reduced, but we must have a rest. We must be given time and opportunity to work out the new problems that have been forced upon us during the last two years. We must be given a chance to find out what it is going to cost to meet the new requirements, and also how much our revenues are going to be reduced by reduction of rates. Perhaps it will be found that by new methods growing out of the exigencies of the case we will still be able to earn a surplus sufficient to justify the resumption of extraordinary expenditures as formerly. If not, then, either rates must be advanced, or wages be reduced, or improvements must wait or be carried on with borrowed money and railroads will be slow to increase their interest-bearing debt under such circumstances.

The last annual report of the Interstate Commerce Commission gives the aggregate capitalization of the railroads in the United States as over \$13,000,000,000, showing that the railroad investment in our country is second in amount only to that in agriculture. It is estimated that the number of railroad stockholders today is over 400,000. We know that in 1907 over 1,600,000 men were employed on American railroads. Do you know of any good reason why this army of railroad men, together with the 400,000 stockholders, should not receive as fair consideration from government and people at large as the farmer and manufacturer receive? And yet the government in effect lets the one have money without interest to buy his land, and by means of a tariff makes you pay more for much that you buy, so that the other can pay his employes good wages. Personally I make no complaint because of either of these things; but so far as I can learn no one in Congress has suggested that railroads should raise their rates so that you might receive higher wages, and yet the two things, rates and wages, are very closely related.

## The "Commercial Orient" and the Share of the United States in its Commerce

Oriental commerce amounts in value to more than 4,000 million dollars per annum.

This statement is the result of calculations recently made by the Bureau of Statistics of the Department of Commerce and Labor. It classes as "oriental commerce" the imports and exports of all countries having a population wholly or chiefly oriental in habits of life, whether through nativity, descent, or other influences which determine the customs of the people. The area occupied by people of oriental habit of life as to dress, food, household requirements, methods of transportation, etc., stretches, therefore, from Japan and Asiatic Russia at the northeast to Morocco in North Africa at the southwest, and includes Asia, Turkey in Europe, and all that part of North Africa occupied chiefly by people of oriental habits, the total number of people within this area being 933,000,000, or considerably more than one-half the population of the world.

The imports of this "Commercial Orient," according to the latest figures available to the Bureau of Statistics, amount to \$2,150,000,000, and the exports \$2,033,000,000. Of these imports of \$2,150,000,000 dollars, 5 per cent are taken from the United States; of the exports of \$2,033,000,000, 10 per cent. are sent to the United States.

India is the largest importer and exporter among the thirty countries, colonies, and protectorates included within this section which the Bureau of Statistics designates the Commercial Orient; its imports in the latest year for which figures are available, amounting to \$443,000,000, of which 2.4 per cent were taken from the United States; its exports, \$563,000,000, of which 7.8 per cent. were sent to the United States. China occupies the next rank as a commercial nation in the area under consideration, its imports amounting to \$342,000,000, of which 8.6 per cent. were from the United States; its exports, \$211,000,000, of which 10.1 per cent. were sent to the United States. Japan's importations, in the latest available year, were \$217,000,000, of which 17.8 per cent were from the United States, and her ex-

ports, \$188,000,000, of which 32.3 per cent. were sent to the United States. Straits Settlements, of which Singapore is the port and commercial entrepot, shows imports of \$199,000,000, of which 1 per cent were from the United States, and exports of \$173,000,000, of which 9.3 per cent. were sent to the United States.

The British colony of Hongkong, located on an island just off the coast of China and a distributing point for oriental commerce, makes no statistical record of merchandise entering and leaving its port, but a calculation of the merchandise sent from the various countries of the world thereto and received by the various countries of the world therefrom indicates that its receipts of merchandise in the latest available year were about \$180,000,000, of which 4.9 per cent. were from the United States; and its shipments, \$163,000,000, of which 1.3 per cent. were to the United States. Turkey in Asia and Europe shows imports of \$133,000,000, of which 0.7 per cent. were from the United States; and exports of \$83,000,000, of which 1.3 per cent. were to the United States. Egypt shows imports of \$129,000,000, of which 2.2 per cent. were from the United States; and exports of \$138,000,000, of which 7.5 per cent. were to the United States. The Dutch East Indies show imports of \$88,000,000, of which 1.6 per cent. were from the United States; and exports of \$131,000,000, of which 5.1 per cent. were to the United States. The Philippine Islands show imports of \$31,000,000, of which 16.4 per cent. were from the United States; and exports of \$33,000,000, of which 31.5 per cent. were to the United States.

About one-third of the imports and exports by those countries having an oriental population is inter-oriental—imports from or exports to other oriental countries. India supplies raw cotton to Japan, and cotton yarns and opium to China. Rice is sent from Burma, Siam, and French Indo-China to Japan, the Philippine Islands and certain parts of China. Japan supplies cotton goods and certain other manufactures to China. The Dutch East Indies supply sugar

to China, Japan, and other sections of the Orient.

About two-thirds of the imports and exports of the countries in question is trade with non-oriental countries, chiefly Europe and America. Of the total imports, amounting to \$2,150,000,000, the Bureau of Statistics calculates that about \$1,500,000,000 is from occidental countries, chiefly Europe and the United States. Of this grand total of \$1,500,000,000 worth of imports from the Occident, cotton goods form, by far, the largest single item.

The total value of cotton goods imported into all the countries forming the area designated by the Bureau of Statistics as the "Commercial Orient" was, in the latest available year, over \$400,000,000, of which approximately 1 per cent. was manufactured in the United States, and practically all of the remainder in Europe.

These large sales of cotton goods by European manufacturers to the people of the Orient have been built up and maintained, according to information received by the Bureau of Statistics, primarily by making goods of texture, colors, and patterns to suit the local markets of the various sections to which they are sent; prices and terms to meet the customs and requirements of the people; the maintenance of agents in those sections of the world to study business conditions, social customs, and, therefore, the requirements of the markets; the establishment of banking facilities and methods by which long credits may be extended; a plentiful supply of carrying facilities, and cheapness of production by the home manufacturers. The small per-

centage which the United States manufacturers have in this trade is apparently due to the indisposition at the present time of American manufacturers to devote to that foreign trade the detailed attention given by European manufacturers, including the special manufacture of goods to suit the local markets; the maintenance of trade representatives in those fields; and the other attentions which have given success to the European countries, which purchase their raw material from the United States, and, after turning it into the finished form, supply the Orient with practically all of the more than \$400,000,000 worth of cotton goods which it annually imports.

Even this enormous market for cotton goods which the Orient now offers seems likely, according to information received by the Bureau of Statistics, to greatly enlarge with the development of new industries in those sections of the Orient in which cotton goods are now manufactured by hand labor. The imports of cotton yarns into China, as shown by figures received by the Bureau of Statistics, aggregate in value as much as all cotton cloths imported, and all of these imported yarns, together with considerable quantities of other yarns produced in China, are turned into cloth by hand labor, indicating that of the cotton cloths now used in China, but about one-third are imported and the other two-thirds made in China by hand labor. Should the development of new industries in the Orient displace the hand trades, as has already been the case in certain sections, the oriental market for factory-made cotton cloth would thus be enormously increased.

## The Wedding Ring

W. B. SMITHERS.

I am indebted to the Rev. Dr. W. J. Young of the Virginia conference, M. E. Church South, for the following beautiful and practical thoughts on the sanctity of the marriage relation, and the ideal home life, and think that it might appeal to the readers of the CONDUCTOR as it did to me, and be an incentive to a higher and nobler living in the home, and materially assist

in making home what it ought to be, "an ideal place," where the black raven of discord and discontent should never find shelter.

In future years, if the stories of the past twenty-five years should be taken as a correct delineation of the conditions of today in the home life of the people, the student of history might imagine that we had few,

if any, of those ideal homes of which God's Word speaks. The same may be said of numbers of the plays which the crowds applaud at the theaters. One comfort that we may have is that these plays and these novels soon die. The pure old-fashioned home does exist. But the very popularity of these novels and plays shows that the evils which their writers gloat over as with a sort of ghoulisg glee, must be all too prevalent. Whenever the home is not ideal it is because the marriage has not been ideal. When the marriage is ideal, the home is almost sure to be in keeping with the marriage, and the marriage is not ideal if there is a failure to realize its sanctity. The first marriage ceremony was performed by God. It may not be a sacrament as the Roman Catholic Church teaches, but it is a very sacred thing. Remember the beautiful illustration by St. Paul, in which he compares the relation of the husband and wife to the relation between Christ and his church, but with these facts now prevalent it is to enter upon the relation thoughtlessly; to treat the sacred hour as a gay and giddy holiday, to treat divorce as in every way legitimate and in no way humiliating. To fail in the way of training our children to know what this holy union may one day mean to them, while training them in everything else.

The marriage is not ideal if the ideal of Eden is not reached. That ideal is stated in the Divine words "And they twain shall be one flesh." "Now you are one," said the preacher, to a couple he had just married, "But which one?" asked the young man. Perhaps the correct answer to his question would have been neither, both. The obedience should be both ways. The unity like all unity should be the unity of love; if there is any place where selfishness is simply devilish it is here. The figure of woman built up of a rib taken from a man's side is a beautiful way to teach the close relationship between the two, the dependence of the woman on the man and the claim she has on his protection and his love.

Marriage is not ideal when the dreams of either the husband or the wife do not come true. Disappointments often do come. What are we to do about it? Perhaps we ought

in a measure get rid of the dreams. It may be there never was such a man as that woman has pictured her husband to be, or such a woman as that man has dreamed of. It is well to get down out of the clouds, to see our dear ones as they are. It is well to seek to make the most of themselves, and not to grow careless immediately after the honeymoon. It is necessary to be quick to forgive, to keep up the old kindness and courting, to seek each other's advice, to be frank, to have no secrets. Another good rule is that of Arthur Helps, "Do not let familiarity swallow up courtesy in the home."

The marriage is not ideal if disagreements that are serious come. I say serious, for the best friends and the truest lovers may disagree, and still be friends and lovers. But it is sadly true as Emerson says, that quite often "Differences from me is the measure of absurdity," and so the quarrels begin. There is a blessedness in disagreement wherever love prevails, for it brings about increased knowledge and better understanding each for the other, and ultimately a closer and more real union, but when the quarrel comes and stays, it must mean worthless children, wretchedness for all in the so-called home and nearly always at last a broken tie.

Extravagance is nearly always too fatal to wedded happiness. Indeed it quite frequently prevents marriage. The young man looks at his slender income and notes the demands that are almost certain to come, and is afraid to venture on what seems to him a perilous siege, and when the marriage does really take place, how can there be peace or joy when the breadwinner can never quite meet his obligations, when his nose is forever at the grindstone, and he constantly faces the failure that comes at last in almost every case. Sometimes the fault is with the man, and he does not take his wife into his confidence and let her know just what he can afford, but at the root of all of it is the forgetfulness that "life is more than meat and the body than raiment." The marriage at last proves not to be ideal, if there is not ideal home life. This means that business ought not to be so exacting as to take a man too much away from the bosom of his family, and

that he must not substitute the club for his home in the affection of his heart. It means that the demands of society must not overshadow the wife and mother; it means

that the house we live in must not be turned itself into a club, nor lose its privacy and sweetness in too frequent social gatherings.

## Increase in Use of Wood Preservatives Indicates Progress in Forest Conservation

An increase from three and one-half million gallons of the oil of coal tar, or creosote, as it is popularly known, imported into the city of New York in 1904, to an amount estimated to be almost twenty-five million gallons last year, is one of the indications pointing to the progress of the nation-wide movement for the conservation of forest resources.

It is creosote which the government and scores of corporations and private wood users have found to be one of the most satisfactory preservatives of railroad ties, mine props, telephone and telegraph poles, fence posts, and for timbers used for other commercial purposes. Lengthening the life of timber in use means the lessening of the drain on the country's forests, and what is more important to the average business man, it means the saving of thousands of dollars annually spent for the labor of the frequent renewals made necessary when untreated timber is used.

Ten years ago the strongest advocates of the creosoting method of preserving wood could scarcely have hoped for the present advanced state of this industry. Creosoting is becoming the acknowledged standard means of increasing the life of timbers.

Formerly the production of creosote, from both coal tar and wood tar, far exceeded any demand for wood treating purposes. However, the number of wood-preserving plants has grown so rapidly within the last four years that this country is not now able to supply its own demand for coal tar creosote.

A brief study of the importation columns of the trade journals show the effect of the growth of the wood preservation industry. In the whole year of 1904 the New York

imports amounted to only 3,500,000 gallons. By the end of 1907, the importation had increased to 17,500,000 gallons, while for the present year conservative estimates place the imported coal tar creosote at between twenty-two to twenty-five million gallons.

The year has started most auspiciously; during a five weeks' period in December and January the importation through New York alone was 15,000 tons, giving a weekly average of 3,000 tons or 68,000 gallons. It is significant that during this same period the importation of related by-products from coal kept pace with that of creosote. Ammonium carbonate, chloride, sulphate, and "sal ammoniac" entered to the amount of 104, 227, 1,260, and 400 tons, respectively. If these had been all made into the sulphate, the equivalent product would have been 460 tons per week. The estimated ratio of twenty pounds of sulphate to one and one-half gallons of the creosote oil would make an equivalent production of 69,000 gallons of creosote. This is not far different from the 68,000 gallons which were really imported. Since these ammonia products and creosote are being imported in this relation, it is plainly evident that the production of creosote is not alone deficient, but also coal tar products in general.

The production of creosote in this country will, in all probability, continue to be far less than the consumption. The wood preservation industry has been in its infancy only, and enormous demands may be expected in the future. The coke, and consequently the coal tar industries, have until recently been at their best, but even at their best the supply of by-products has run short. On this account, we should turn to other sources to supply the increasing demands for creosote preservatives.

## The Brotherhood of Man

BY CLARA R. ROUSE.

"What greater love is there than that when a man lays down his own life for his brother man."

When we consider the great army of railway employes—that outnumber the standing armies of the world—we are indeed amazed and as we have learned more of the noble fraternities that exist among them, bound together in one common interest, one common thought, brave heroic men whose deeds of bravery often out-do those of the soldier on the battle field, we can but express the words of that immortal brother who understood so well the brotherhood of man for his fellow man: "What greater love is there than that when a man lays down his own life for his brother man."

It is true that every man has something to give, and every man has that within him which quickens with song and melody if touched in the right way. The music that makes such love is brotherliness, and that is the spirit of the brotherhood. In this way all true love is expressed, whether it be in the little child, or the father or the mother, the husband or wife. That which expresses itself in sacrifice and obedience is the love we want to think of as the spirit of the brotherhood of man for his fellow man. There is a deep passion in man. If man has not a deep passion he is not much of a man.

Give him credit for having that passion.

The poet says that "Every man has two soul sides—one to face the world, one to face the woman he loves."

The side to the world goes on perhaps dull and sullenly, plodding. The other side has been awakened into beauty and harmony, sympathy and love.

But there is a love that surpasses often the love of woman—as the love of Johnathan and David which the bible gives us, or that of Damon and Pythias—therefore as men side by side you can do more for each other than any woman can do.

Often men do not realize this fact, but this is the love that should throb in every

true brother heart in your organization. As a man, love each your brother man.

It is a part of your work, and you will also be fulfilling a deep and solemn obligation. That brother who sits beside you sometimes in the Division meeting has a claim on you. He came into the world the same way.

The same emotions and passions beat in his breast, the same longings and desires throb in his bosom as in yours. Unfortunate perhaps, ground down by adversities, anxiety and ill luck that comes to many, but he is God's child. Why look upon him in that way?

To the brother who is prosperous: Have you ever thought what it means to the man who has been unfortunate? Of his anxiety? As he looks into your face, how do you greet him? Do you reach out to him the brotherly hand of love and affection which expresses more than words? If not, then you have not done your duty, and as he goes back home—a cheerless one, perhaps—he asks himself this question: Is life worth living? No, brother, it is not; for if you take out sympathy and brotherly love, that man will be lonely for it.

In the morning, perhaps, there is a stony form of a brother man; he has gone down because there was no one to help him; no brotherly hand reached out to save him; he went down because that spirit of brotherliness that longs to help, that makes a way to help, and that will find a way to help, was not cultivated in your heart.

To the Greek, a man who was not a Greek, was a barbarian.

Let me repeat again, "What greater love is there than that when a man lays down his life for his brother man?" This love is not a romance or a sentiment, nor even affection, but greater than all these, a divine principle, and holds the true-hearted, God loving man loyal to the principles in the everlasting bonds of brotherhood.

Therefore, you cannot be a man—if you will not be.

## The Age of Consent

BY MARK TWAIN IN "LABOR CLARION."

We have many good laws. They embody the wisdom and the common sense of all the ages. There is one very striking feature about these laws. Let me point them out. Among them:

1. There is not a law which says that if you consent to the robbery of your family the robber's crime is reduced to a mere impropriety by consent.

2. There is not a law which says that if you consent to the burning of your father's house the incendiary's crime is reduced to a mere impropriety by that consent.

3. There is not a law which says that if you consent to let a man starve your mother to death that man's crime is reduced to a mere impropriety by that consent.

4. There is not a law which says that if you consent to let an assassin cut your throat the assassin's crime is reduced to a mere impropriety by that consent.

The law sticks stubbornly to the position that robbers, incendiaries and murderers are criminals, no matter who are the victims, and it would not concede that they were criminals in a lesser degree in cases where you or your kin were the victims and you gave your personal consent.

But there is one crime which is more disastrous than all of these put together, more bitter, more cruel, more infamous, more shameful, more insupportable, more far-reaching in its crushing effects than all of these combined. And over the perpetrator of this one crime the law holds the protecting shield of its mercy and compassion.

A murderer kills the body but sets it free and ends its cares. It brings grief to the surviving kindred, but it is a grief which time can soften and even heal.

But this other crime, this crime of crimes, kills the mental and spiritual life of its

victim but leaves its body to drag on and on, the symbol and sufferer of a living death, despised of kindred, forsaken of friends, and upon family and friends descends a blight of humiliation which time can not remove, nor forgetfulness ease of its pain.

The law is stern with the assassin, but gentle with the seducer; stern with the murderer of the body, but gentle with the murderer of all that can make life worth the living—honor, self-respect, the esteem of friends, the adoring worship of the sacred home circle, father, mother and the cradle mates of the earlier and innocent years.

You may drag down into the mud and into enduring misery and shame the trusting and ignorant young flower of this household, and crush the heart of every creature that loves it, and lives in the light of its presence. You may murder the spirit and consign to a living death and intolerable wretchedness all these—and if in certain cases you can prove consent, the law will not deal unkindly with you.

"Consent" necessarily argues previous persuasion. It indicates who the instigator of the trespass was—that is to say the offender in chief.

If a man and wife are drowned at sea and there is no proof as to which died first—the law in some European countries and in two of our states decides that it was the wife. She is the weaker vessel. It is usually so in the matter of seduction. She is young, inexperienced, foolish, trustful, persuadable, affectionate; she would harm no one herself and can not see why anyone should wish to harm her, while as a rule the man is older and stronger than she is, and in every case without exception is a scoundrel.

The law protects him now; it seems to me it should protect her instead.



# Ladies' Corner

## A Mother's Duty

Here are a few practical ways in which the average woman can protect her home from disease and raise its moral and physical standard.

By refusing to be ignorant. Enlightenment, the watchword of the twentieth century, must be written over her heart. She can refuse to be blinded by appearances; it is in her power to demand true knowledge of the facts surrounding her; torpor and apathy must be unknown in her home.

By stirring up her husband and sons to vote and take an active interest in civic betterment. She can influence her city and her times through them.

By demanding cleanliness and fresh air in every department of her home at whatever cost.

By placing her children under the care of a reputable physician, and adjuring patent medicines, headache cures, and soothing syrups as dangerous.

By intelligently studying the question of food supplies—purchasing only where the surroundings are sanitary, and as far as possible only such articles as are protected by the pure food laws.

By boiling all drinking water where there is the slightest doubt of its purity, and all milk in hot weather if advised by the physician.

By screening her house from flies and informing her children of the menace they are to life, showing how easily typhoid and other virulent disease germs are carried upon their feet and wings.

By insisting upon fourteen hours of sleep daily for her children. This sleep taken in a well-ventilated room and upon a clean bed in itself will protect the child from a jaded, overtired nervous system, one of the great dangers of city life today.

By acquiring a knowledge of the fundamental facts of physiological history, so that she is able, when the time comes, to open for her children the mysterious door of self, leading them past the disasters and tragedies lying in wait to betray inexperience.

If the average mother will embody these few principles of life in her home she will be making her country a valuable contribution indeed, the most valuable in her power — one healthy, normal, enlightened home on which to draw for its future rulers and leaders. The home is the center of the country's strength and — let her not forget it—it is the mother who is responsible for the home.—Maria Scott in *The Circle* for April.

## A Nurse Should Know

That orange juice with cracked ice can often be taken by a patient who can retain nothing else.

That orange juice, being laxative, is excellent in most sickrooms, is sometimes even prescribed for typhoid fever patients.

That chocolate, though nourishing, often causes dyspepsia when the digestion is weak.

That sleep will be slow in coming if the sick person is allowed to have company just before bedtime or listens to exciting reading.

That one should never ask a sick person, "What can I do for you?"

That dainty service often counts more than quality or variety in the invalid's meals.

That the nurse should never save steps when the patient's appetite is capricious. A small portion often tempts where a larger one nauseates. An extra trip to the kitchen is better than heaped up trays.

That a sickroom should never be made a thoroughfare or the gathering place for the family.

That sponging with alcohol and water will reduce fever several degrees.

That having a patient hold her breath will often prevent a spasm of coughing.

That persons subject to rheumatism or weak heart should not take baths that are ice cold.

## The Old Carpets

This spring, if your floors are covered with the old, "all over" carpet, take it up, rip the widths apart, and clean well. Then make rugs of the widths using the better parts. For most of bedrooms, two widths, a yard shorter than the length of the room, will make a good sized rug. These should be sewed together, and the ends hemmed or bound—not fringed. There should be at each end of the rug eighteen inches of bare floor, and this bare space may be painted, stained, or varnished; or it may be waxed, if the floor is suitable. Other rugs may be made of a length easily handled, and of single width, and these may be laid about where the most of the walking comes. Other widths may be used in the halls, or other parts of the house, and the older, worn parts are fine to lay about the kitchen stove and where the housewife must stand at her work. There is no end to uses these pieces can be put to, and they are so easily handled that it is a comfort to "clean house," which can be done frequently by beating, sunning and cleaning them. Do not put down the large, one-piece carpet again.

### Recipes

#### *Brown Sauce.*

Two tablespoonfuls butter melted in saucepan and browned. Stir in two tablespoonfuls browned flour, add slowly one cupful of water or milk, season and let come to a boil.

#### *Egged Bread.*

Remove the crust from broken bits of stale bread. Break it up into small pieces. There should be two and a half cups. Melt four tablespoons of butter, or two of ham fat and two of butter in a spider; add the bits of bread and toss them lightly until evenly coated with fat. Then pour over the bread three eggs slightly beaten and diluted with one-half cup of rich milk. Continue to toss the mixture lightly with a fork so that each bit of bread is inclosed in a coating of egg. Season with salt and pepper and serve in a hot dish. Be careful that the cooking is not overdone. The bits of bread should be soft and delicately browned. Serve with ham or bacon.

#### *Potato Doughnuts.*

One cup of sugar, one cup of sweet milk, one teaspoonful of lard, one egg, two teaspoonfuls of baking powder, two good sized potatoes, boiled and mashed very fine, flour enough to roll soft as possible.

#### *Chocolate Bread Pudding.*

Soak two cups stale breadcrumbs in four cups scalded milk thirty minutes. Melt two squares chocolate in a saucepan placed over boiling water. Add one-third cup sugar and milk enough taken from the bread and milk to make the consistency to pour. Add to bread mixture, with an additional one-third cup sugar. Then add one-fourth teaspoon salt, one-half cup blanched and shredded almonds, one teaspoon vanilla, and two eggs slightly beaten. Turn into buttered pudding dish and bake one hour in a moderate oven. A meringue may be spread over top of this pudding if you desire. Serve with hard or cream sauce.

### Measurements

Reliable recipes count on level measurements. A correct teaspoon holds sixty drops and is one-third of a correct tablespoon; sixteen tablespoonfuls make a cupful, and this is the reason that a cake has sometimes too much flour, and too much butter at others, as all teacups are not exactly the same size. A rounding tablespoonful means two level spoonfuls; things equal in weight do not always measure the same, and it is necessary to weigh as well as measure in order to get correct proportions. Five things must never boil. Milk, fish, tough meats, tough fowls, or corned beef. The water must never do more than simply ripple.—Ladies' World.

### Going Away Shower

In the way of bridal entertainment the fad of the hour appears to be the going-away shower. The linen shower has been a popular function for many moons, although many brides prefer to pick out all their own linen, so that it may match. At a shower odd articles and unmatched designs are naturally received.

For the going-away shower appropriate gifts are utility cases containing collapsible drinking cups, sewing outfit, sponge bags, vanity cases, rubber-lined toilet cases, easy folding manicure outfits, hand mirrors, toothbrush holders, dress and coat hangers, a combing jacket, a pair of bedroom slippers, a short kimono, half a dozen wash cloths, a little ivory case for soap and a night dress case.

### Household Hints

It is not generally known that wringing out a cloth in hot water and wiping the furniture before putting on furniture cream will result in a very high polish that will not finger mark.

#### *A Heat Retainer.*

On a busy day, when the iron stand was nowhere to be found, it was hastily replaced by a block of wood in its stead. The result was unexpected, for the iron kept hot nearly twice as long. The block retained the heat, while the open-work iron stand allowed it to escape. Then a heated brick was tried and found better than the block. Just try it and save fuel and half the steps to and from the stove for fresh irons.

#### *Polishing Cloths.*

Flannel rags, if soaked in the following mixture and then dried, will make splendid polishing cloths for silverware: Mix two pounds of whiting and one-half ounce of oleic acid with a gallon of gasoline. Stir and mix thoroughly. Cloths dipped in this mixture should be kept away from fire or open flame, and when dried they not only give a fine gloss to silverware but will not soil the hands and will preserve their polishing qualities indefinitely.

#### *Soap for Removing Spots.*

Chip three-fourths of a bar of good laundry soap into one or two gallons of water; let it stand over night till dissolved. Then add three ounces of white sugar, two ounces of honey, and one and one-half ounces of turpentine and boil together till it drops off the end of a spoon. Remove from the fire and let cool. Then cut into bars. This is an excellent soap for cleaning men's clothing and washing all woolen and cotton fabrics, as it restores the colors.

# Editorial

## Missouri Two-Cent Rate Law Killed

The decision of United States Judge McPherson invalidating the Missouri two-cent passenger rate law is an important step in railroad regulation, and has been received by the country without excitement but not without interest.

The public seems to be undergoing a change of sentiment toward the railroads if we understand aright the manner in which the press has received the decision of Judge McPherson nullifying as confiscatory Missouri's two-cent passenger rate law. About two years since, when the tide of two-cent-rate legislation was engulfing the legislatures of several states, such a decision would probably have been generally referred to as a "corporation victory." But now, very much of the suspicion against railroads seems to have calmed down and Judge McPherson's decision is being considered on its merits. There is, however, no evidence in sight that the policy of just and fair legislation by State and Federal laws is to be dropped.

The *Washington Herald* says that "the case of the two-cent fare, save in thickly settled portions of the country, where it has been voluntarily established, appears to be going against the legislative theory that two cents a mile is a profitable charge for local passenger traffic."

The counsel for the Missouri railroads predicts that this ruling will lead to the repeal of two-cent laws in practically all other states which now have them, but Governor Hadley asserts that the fight is still on, and that Missouri will carry her case to the United States Supreme Court. The point at issue, and the facts upon which the finding is based, are set forth concisely in the following passages from Judge McPherson's decision:

"The question is whether the traffic wholly within the State of Missouri, generally referred to in the evidence as local traffic, can be carried under the freight-rate statute of 1907 and the passenger-fare statute of 1907 at such profit as will give a reasonable return after paying expenses

upon the investment, or whether such traffic is carried at a loss or less than such reasonable profit. \* \* \* The court has reached the conclusion that upon this question the statutory rates fixed by either and both statutes are not remunerative. \* \* \*"

"The Supreme Court during the present year in the case of the City of New York against the Consolidated Gas Company, of New York, decided that 6 per cent. was fair and right to be given to the owners upon the true valuation. My opinion is that, while a gas plant is in some respects different from a railroad, a railroad property, properly built and properly managed, should over and above expenses make a return of 6 per cent. per annum. And, considering all the evidence, the evidence fairly shows that all of these roads were properly and economically built and are being properly and economically managed, and that, after paying the expenses for maintenance and operation, there is less than 6 per cent. of returns, and not more than 3 per cent. upon any of them, and as to some of them a deficit, taking the property as above stated within the State of Missouri at its fair valuation."

According to figures compiled by the Bureau of Railway Statistics, of Chicago, during the fiscal year ending June 30, 1908, "two-cent" legislation in twenty-two states had reduced the earnings of twenty-seven lines by more than \$19,000,000. Since then, it is stated, this loss has increased to \$25,000,000. Mr. Shonts recently estimated the decrease of railway expenditures at \$2,500,000 per day. Showings like these lead many papers to the conclusion that the whole question of rates is too complex to be safely dealt with by legislative fiat. It is also remarked that if the railroads or any other public service corporations lose money through not getting enough from their customers, the benefit to the latter is only apparent, since ultimately the public, in one way or another, will have to make up the deficiency.

The *Pittsburg Post* says that the people

of this country are not going to be satisfied to let the matter rest with this decision. The New York *American* is also convinced that in the long run we will all travel at the rate of two cents a mile or better, and says that two important remarks are to be made concerning the case:

"First, that the judge had no definite basis upon which to rest his judgment regarding the percentage of railroad profits in Missouri, since the railroads there, as everywhere else in the United States, are stocked and bonded in a complex, inflated, and unintelligible manner, and nobody has any scientific notion of their actual physical value or the amount of genuine investment required to work them.

"Second, that the 6-per cent. standard, proposed in the Consolidated Gas case, is provisional—not final. The principle of limitation of dividends having been established, it will be possible in the future to press the limitation to 5 per cent. or even lower. Where the security is perfect, the business non-competitive, and the investment non-speculative, the returns to capital can be gradually reduced toward the level of government bonds."

The Pittsburgh *Post* also says:

"The impression is somewhat general that railroads, or most of them, are waterlogged. The people are quite willing that railroad owners shall earn 6 per cent. on their investment. But they want it understood that the investment is an honest one, that dividends are not being paid on mere froth. It is just possible that the La Follette plan to insure a physical valuation will have to be adopted before the people can be convinced.

"It is no wonder that skepticism remains when the railroads so vehemently oppose publicity laws to prevent stock-watering, such as the one now before the legislature of this state. Squeeze the water out and see if much more than 6 per cent. is not earned under a two-cent fare."

On the other hand, the Baltimore *Sun* welcomes the result of the trial as an earnest of prosperity, and in the same vein the New York *Evening Mail* remarks:

"The state raids on the treasuries of the

railroad systems had more to do than any single factor in precipitating a panic that reduced by a third the market value of most negotiable securities, threw millions of men out of employment, and for a year and a half has kept business languid. Even so, the disturbing laws, one after another, have come to naught in the Federal courts—and with the acquiescence of a sobered public opinion."

Judge McPherson's decision, says the Philadelphia *Record*, will carry much weight, because it starts from the assumption of the validity of the law, and it sets the law aside only after it had been tested by a fair period of actual operation. According to the St. Louis *Republic*, however, "the preponderating opinion among leading traffic officials is that the three-cent rate will never be in effect again in Missouri." A compromise rate is expected. The same Missouri paper says:

"The Wisconsin legislature, driven by a similar popular demand for lower fares, declined to make an arbitrary decision, and named a commission which, after exhaustive study and investigation, in which the railroads gave material assistance, suggested rates lower than three cents, but higher than two. The work was so well done that the railroads accepted the conclusions. In New York, Governor Hughes assumed the grave responsibility of vetoing a two-cent-fare bill arbitrarily adopted because in its operation it must of necessity work injustice.

"In Ohio, the people had the good fortune to find that a two-cent law, blindly adopted, was justified by subsequent experiences, but it was not due to the wisdom of the law-makers. In several states two-cent-fare laws have met the same fate as Missouri's.

"Plainly, a rate of fare may not be fixed on the assumption that two cents is either reasonable or sufficient. The proper rate is to be ascertained only at the end of careful and painstaking investigation. It is likely to be found in some cases that two cents is as unjust to the people as in others it is unjust to the railroads. Anything beyond one and one-half cent may be extortion for one railroad while double the amount will cause a loss to others."

An interesting feature of the decision, remarks the St. Joseph (Mo.) *News Press*, is the discovery that the low rate did not stimulate travel to the extent that was expected. While the reduction in rates amounted to 33 1-3 per cent., the consequent increase in passenger traffic, according to the testimony, was something between 1 and 3 per cent. The abolition of passes, it

appears, increased the earnings less than 1 per cent. The same paper adds:

"The effect of this decision will, no doubt, be wide-spread, and is expected to influence similar controversies in Minnesota, South Dakota, Kansas, and Nebraska. It is quite in line with the marked recession of the wave of regulating hysteria that swept the country two years ago."

## Eternal Vigilance

We venture the assertion that there is no work in which a greater and more constant practice of eternal vigilance is necessary than there is in the occupation of a railroad conductor.

We recall that when after due service as a brakeman we received promotion to the position of freight conductor, one of the dearest and truest friends we ever had, a conductor of wide experience and splendid reputation, said, "My boy, you are rather young to be called upon to accept a position carrying with it so much responsibility, but if you keep always in mind the necessity for eternal vigilance in your work I believe you will get along. You will find the need of practicing it every day, every hour, yes, every minute of the time that you are on duty; you must be vigilant in your own work, and see that the men under your control are vigilant in their work; you must be equally as vigilant in safe-guarding, as best you can, the safety of your fellow conductors and the safety of their trains."

He gave us a great deal of additional good advice and caution about our work, but his principle theme was that we must be eternally vigilant. He used to frequently meet us and would always inquire about our work, and, through others, kept reasonably well informed about what we were doing. Each time we met he would reiterate his watchword, "eternal vigilance," until we began to think that he was doing a great deal of fiddling on one string—it almost became tiresome but it had its effect. And we remember that so many times when disposed to take life a little easier

and "let things go a little" when on a hard, tiresome trip, the face of our good friend seemed to come before us and again, in fancy, we seemed to hear the admonition, "Boy, you must be vigilant," and again the caution, "You cannot afford to let up for one single moment in your watchfulness, for eternal vigilance is the price of success and safety."

Our friend and adviser practiced in his work what he preached at his leisure. He was vigilant in his own daily work; ever watchful of the interests of his employers and of the interests of his fellow conductors and his brakemen, and, particularly, of his "boy," as he was pleased to call us. He has long since passed to his reward, but he left behind him the impress of his life and character and example upon many of the younger generation of conductors who came after him.

Our friend never became a member of a labor organization—for such organizations were then in their infancy—but it seems to us that such a man as we have described was a real missionary and teacher in the field of train service, and that the example he set for the younger conductors was of almost untold value to the railroad company that employed him. There has often been a query in our mind whether his teachings and admonitions differed greatly from those that are taught by our organizations in this present day, as well as those taught by the multitude of rules laid down by railroad managements for the government of men employed in train service.

Some of the books of rules issued by railroad companies for the government of men

concerned in the movement of trains contain the words in black type, "Speed must always be sacrificed for safety," or "In case of doubt adopt the safe course," etc., in appropriate places; we think the sentence, "Practice constant vigilance," in red letters, might also be appropriately inserted.

Would it not be a good idea to practice more of this eternal vigilance doctrine; eternal vigilance in our daily work; eternal watchfulness of the interests of ourselves, our Order and our employers; eternal watchfulness over our actions, whether at home or abroad; eternal watchfulness over

the comfort and happiness of those near and dear to us? Would there not be a little less foolishness recorded in the accident bulletins that are issued by the interstate commerce commission; a little less suffering from suspension and a little less necessity for the application of the Brown System of Discipline; a little less need for accepting service on the extra list of another railroad company; a little less work for adjustment committees, and an increase of happiness in the home if ETERNAL VIGILANCE were practiced at all times? Shall we try for it?

## Editorial Notes

### Only an Incident

Many things take place in the daily routine of a conductor's life—narrow escapes, heroic deeds, unselfish acts—that are treated merely as incidents of the trip, pass from his mind and are forgotten before reaching his home or hotel.

Elbert Hubbard, in a recent number of *The Philistine*, graphically describes the following incident of travel; and we know that many similar incidents have taken place which, while familiar to our members, are too often unnoticed by the traveling public:

"Riding on the Grand Trunk Railway a few weeks ago, from Suspension Bridge to Chicago, I saw a sight so trivial that it seems unworthy of mention, and yet I have remembered it for three weeks, and so I'll now relate it in order to get rid of it. And possibly these little incidents of life are the items that make or mar existence. But here is what I saw on that railroad train:

"Five children, the oldest a girl of ten, and the youngest a baby boy of three. They were traveling alone and had come from Germany, duly tagged, ticketed and certified. They were going to their grandmother at Waukegan, Ill. The old lady was to meet them in Chicago. The children spoke not a word of English, but there is a universal language of the heart that speaks and is understood. So the

train men and the children were on very chummy terms.

"Now at London, Ont., our train waited an hour for the Toronto and Montreal connections. Just before we reached London, I saw the conductor take the three smallest little passengers to the washroom at the end of the car, roll up their sleeves, turn their collars in, and duly wash their hands and faces. Then he combed their hair. They accepted the situation as if they belonged to the conductor's family, as of course they did for the time being. It was a domestic scene that caused the whole car to smile, and made everybody know everybody else. A touch of nature makes the whole coach kin. The children had a bushel basket full of eatables, but at London that conductor took the whole brood over to the dining hall for supper, and I saw two fat men scrap as to which should have the privilege of paying for the kiddies' suppers. The children munched and smiled and said little things to each other in Teutonic whispers.

"After our train left London and the conductor had taken up his tickets he came back, turned over two seats and placed the cushions lengthwise. One of the train men borrowed a couple of blankets from the sleeping cars, and with the help of three volunteered overcoats, the babies were all

put to bed, and duly tucked in. I went back to my Pullman and went to bed. And as I dozed off I kept wondering whether the grandmother would be there in the morning to meet the little travelers. What sort of disaster had deprived them of parents, I did not know, nor did I care to ask. The children were alone, but among friends. They were strong and well, but they kept very close together and looked to the oldest girl as a mother. But to be alone in Chicago would be terrible. Would she come? And so I slept. In the morning there was another conductor in charge, a man I had not before seen. I went into the day coach, thinking that the man might not know about the babies, and that I might possibly help the little emigrants. But my services were not needed. The ten-year-old "little other mother" had freshened up her family, and the conductor was assuring them, in awfully bad German, that their grandmother would be there—although, of course, he didn't know anything about it.

"When the train pulled into the long depot and stopped, the conductor took the baby boy in one arm and the little girl in the other. A porter carried the big lunch basket and the little other mother led a toddler on each side, dodging the hurrying passengers. Evidently I was the only spectator to the play. 'Will she be there—will she be there?' I asked myself nervously.

"She was there, all right, there at the gate. The conductor was seemingly as grateful as I. He turned his charges over to the old woman, who was weeping for joy, and hugging the children between bursts of lavish, loving Deutsch. I climbed into a Parmelee bus and said, 'Auditorium

Annex, please.' And as I sat there in the bus, while they were packing the grips on top, the conductor passed by carrying a tin box in one hand and his train cap in the other. I saw an Elk's tooth on his watch chain. I called to him, 'I saw you help the babies—good boy!'

"He looked at me in doubt.

"Those German children,' I said. 'I'm glad you were so kind to them!'

"Oh,' he answered, smiling, 'Yes, I had forgotten; why, of course, that is a railroad man's business, you know—to help everybody who needs help.'

"He waved his hand and disappeared up the stairway that led to the offices. And it came to me that he had forgotten the incident so soon, simply because to help had become the habit of his life. He may read this, and he may not. There he was—big, bold, bluff and bronzed, his hair just touched with the frost of years, and beneath his brass buttons a heart beating with a desire to bless and benefit. I do not know his name, but the sight of the man carrying a child in each arm, their arms encircling his neck in perfect faith, their long journey done, and his turning them over in safety to their grandmother, was something to renew one's faith in humanity. Even a great railway system has a soul. If you answer that corporations have no souls, I'll say, 'Friend, you were never more mistaken in your life. The business that has no soul soon ceases to exist; and the success of a company or corporation turns on the kind of soul it possesses. Soul is necessary to service. Courtesy, kindness, honesty and efficiency are tangible soul-assets; and all good railroad men know it.'

### Hours of Service Law Upheld.

Federal Judge Landis has rendered a decision in which he holds that the time of work of a railroad telegrapher must be continuous in period under the United States Hours of Service Statute. We have not seen a copy of the full decision of Judge Landis, but the following information given by the Chicago Record-Herald, under date of April 22, should be of deep interest to our readers:

"The railway telegraphers and the Interstate Commerce Commission won an important victory in the Federal court yesterday when Judge Landis decided that the Santa Fe road was violating the so-called nine-hour law.

"By the decision the contention of the government was upheld to the effect that under the new law regulating the hours of labor of telegraphers the nine hours which

they are permitted to work in the twenty-four must be continuous. The court also held that 'a station operated continuously day and night' in reality meant a station which was kept open for the greater portion of the twenty-four hours.

"Following the decision, which was in denial of a motion to take the case from the jury, and by agreement of counsel, the jury was instructed to return a verdict of guilty in four cases, and the court assessed a nominal fine of \$100. The decision will be appealed. The cases were brought upon the information of the Order of Railway Telegraphers and upon evidence obtained by inspectors of the Inter-state Commerce Commission.

#### BROKEN TRICKS USED.

"In order to escape using three men at

day-and-night stations the Santa Fe, together with a large number of other railway systems, have been working 'broken tricks.' At Corwith, for example, one man went to work at 6:30 in the morning, worked until noon, closed the station until 3 o'clock and then worked until 6:30. Judge Landis said:

"The title of the law is, 'An act to protect employes and patrons of the railways.' Having in mind the purpose of the law from the title, I am of the opinion that the law means that an operator cannot be on duty for more than one period of nine hours and that the period starts when he begins work and ends when he is finally dismissed for the day. Otherwise the purpose of the law would be defeated."

### Western Farmers Turning Bankers

"The farmers in the west are turning bankers," says James J. Hill. "If a man wants to raise a loan on a piece of property, instead of going to the country bank, he will go to the farmers in his locality who have the money and get his loan at 5 to 6 per cent. Everybody is satisfied and the transaction simplified. The farmer prefers

this to putting his money in the local bank at 2 to 3 per cent., to be loaned back again. As a result, the country banks are sending their money to the cities in search of commercial paper, while the farmers to a general extent are doing a banking business. This abundance of money is one of the healthiest signs that I see in the west."

### Track Gauges Varied

W. P. Allen, secretary of the American Railway Association says that "the gauges of railway track, that is the distances from rail to rail, have varied from three feet to six feet in this country, and to seven feet in England."

"In 1897 the American Railway Association established a standard gauge of four feet eight and a half inches. The Master Car Builders' Association had established a wheel gauge and a wheel section in 1894, and the American Society of Civil Engineers had adopted a certain section for rails in 1893. In 1905, the Master Car Builders' Association desired to strengthen the flange of the wheels on account of the greater weight they must carry by reason of the larger cars in use. The gauge and the section of the wheels bear an intimate

relation to the gauge and section of the rail, but there was no association which was authorized to deal with both. So in October, 1905, a committee on standard rail and wheel sections was appointed by the American Railway Association.

"One fact developed by this committee, previously unknown to many, was that the planes upon which the wheel and track gauges were measured did not coincide, one being considerably above the other. The alteration proposed in the wheel section which on the face of it appeared to require a corresponding alteration in certain distances related to the track gauge, really did not affect them to any appreciable extent, when the different planes of measurement were considered.

"This committee found that in formulat-

ing rail sections it must also consider the specifications for the manufacture of rails, and their chemical composition. The relative dimensions of the head, the stem and the base of the rails and the quantity of steel in them affected the process of their manufacture to a considerable degree. New sections of rails weighing from 60 to 120 pounds were therefore recommended for trial, as well as certain changes in chemical composition. All of these were decided upon after full consultation with the leading makers of rails and with those considered the best experts in the manufacture of steel.

"It would be easy to reason out that the proposed forms of rails were better and

safer than any others, and it might be plausibly urged that their use should be prescribed by law. But every experienced railway official knows how many times the desirability of such action in other cases might have been theoretically demonstrated with equal force, and yet, under actual trial, conditions have arisen, impossible to foresee, which have more than offset the advantages otherwise realized. The new sections will therefore be experimented with and their performance watched with the greatest care before any attempt is made to establish them as standard. In this work, the Railway Engineering and Maintenance of Way Association is co-operating."

### Child Labor a Menace to the Country

Dr. Stephen S. Wise, rabbi of the Free Synagogue, New York City, in the course of an address the other day said:

"The inclusive and inalienable right of children is to childhood, that is to the life of a child. The term child labor is a paradox, for when labor begins, in the modern industrial sense of that term, the child ceases to be.

"Childhood has a right to be well housed, and ought not to be compelled to dwell in death-dealing tenements, which deny the child the chance to enter upon a life that shall be normal and healthful.

"Child labor is to be fought positively and constructively, and not merely negatively and obstructively. Child labor is to be overcome by better schools and by compulsory school laws that are honestly and diligently enforced. Child labor is to be fought by the industrial school, which is coming into being, but the industrial schools that are to be must be under state control,

lest they become scab nurseries, kindergartens for strike breakers, adjunct of citizens' alliances to break down the citizenship of the nation.

"Child labor is to be suppressed and ultimately suppressed that justice may be done to the child.

"Child labor ought to be abolished, not so much at the behest of the duty of safeguarding the republic, but rather because of the duty of the republic to safe-guarding its children. We are beginning to plan for the conservation of our national resources. Let us conserve our most precious national resources, the life and joy and privilege of childhood."

To organized labor, more than any other influence, the country is under a great debt of gratitude for having brought about the enactment of compulsory education laws and statutes forbidding the employment of children in factories.

### Liability Act is Declared Void

In sustaining a demurrer entered by counsel for the defendants, the New York, New Haven & Hartford Railroad company, Judge Ralph Wheeler of the Superior court has held that the employer's liability

act passed by Congress in June, 1908, is unconstitutional. The plaintiff, William H. Hoxie, sued to recover \$50,000 for injuries received in coupling cars while in the employ of the road.

### Illinois Two-Cent Passenger Rates

From press reports we gather that the passenger traffic officials of Illinois railroads are preparing statistics for the purpose of proving that a recent report of the Illinois railroad and warehouse commission, which seems to show that the railroad companies increased their passenger receipts \$2,000,000 since the two-cent law became effective, is misleading.

The passenger traffic manager of the Burlington made a statement that for the fiscal year ending June 30, 1908, that there was an increase of about \$150,000 in passenger revenues on the lines west of the Missouri river, while the lines east of the river show a decrease of \$300,000.

"In the first six months under the new law ending Dec. 31, 1907," he said, "we had about 17,000,000 more passenger miles—nearly 15 per cent.—while there was an actual decrease in earnings of something more than 1 per cent., due to the fact that, exclusive of our Chicago suburban traffic, the average rate a mile decreased from 2.26 to 1.88 cents."

The digest of the report of the Illinois commission follows:

"The application of the 2-cent fare law in the state of Illinois shows that the number of passengers carried earning revenue was 75,842,521, while under the last year of the 3-cent fare law (1907) the railroads carried 57,218,825. This shows an increase for 1908 of 19,623,696 more passengers. The earnings from passenger service per mile of road for 1908 was \$3,754, and for 1907 was \$3,298, an increase of \$456 per mile.

"In the above showing several of the leading trunk lines show an enormous increase in the number of passengers carried in 1908 over 1907. Take, for instance, the Chicago & Northwestern railway, which in 1907 reported carrying in the state of Illinois 2,420,207 passengers, reports carrying 15,326,673 in 1908, an increase of 12,916,466 passengers.

"The Chicago, Burlington & Quincy railway reported in 1907 carrying 4,147,753 passengers and in 1908 reports carrying 8,095,341 passengers, an increase of 3,947,488 passengers, and the Chicago, Milwaukee & St. Paul railway, which furnished for 1907 no statement of the number of passengers carried in Illinois, reports for 1908 that it carried 2,017,161 passengers."

### Strikes to be Avoided By Law

There is pending in the Pennsylvania Senate a bill to compel the officers of corporations or firms engaged in mining, manufacturing or transportation to meet like committees from employes, with a view to avoiding strikes. According to its provisions, corporations and firms coming under the act must, within five days from the time requested by their employes, appoint a com-

mittee of three to confer with representatives of the latter upon any question which may arise in relation to wages, hours of labor or conditions of employment. Such conference must be held within ten days from date of application. The penalty for refusal is a fine of from \$100 to \$1,000 or six months' imprisonment.

My neighbor eateth lobster,  
He eateth rarebit, too;  
He loveth brie and edam  
And hideth them from view.  
My neighbor wakes at midnight  
And shrieks with sudden pain;  
Quick comes the costly medic  
And treats him for ptomaine.

I eat my humble dinner,  
My chop and beans and pie;  
Perhaps with indigestion  
I suffer by and by.  
The good old family doctor  
My case in hand doth take;  
And, as he spreads a plaster,  
He calls it stomach ache.  
—Cleveland Plain Dealer.

# Railway Information

The Duluth & Iron Range has given a contract to the Federal Signal Co. for a mechanical interlocking plant at Knife River, Minn.

The Gilmore & Pittsburg has awarded a contract for building a line from Armstead, Mont., west to Salmon City, Idaho, with a twenty-mile branch from Junction, Idaho, northwest to Gilmore, about 120 miles in all.

The Laramie, Hahn's Peak and Pacific ("The Laramie Plains Line") now extends from Laramie to Albany, Wyo., a distance of nearly fifty miles, and the grading is being done to Walden, Colo., making a little more than 100 miles, all told.

Authorization has been given by the Atchison, Topeka & Santa Fe for the double tracking of the line between Wyaconda, Mo., and Bucklin, sixty-nine miles. Company expects to complete also this year about fifty miles of double track on the Illinois and Missouri divisions.

The Canadian Northern Railway has recently purchased the Duluth, Rainy Lake & Winnipeg railway from the Virginia Lumber company, by which it has secured an entrance into the United States, such as its other Canadian rivals—the Canadian Pacific and the Grand Trunk—have possessed for years.

Grading for the first forty-two miles of the Denver, Laramie & Northwestern out of Denver, Colo., including a 700-foot trestle at Sand Creek (Denver), has been practically completed. Track laying out of Denver, which was started early last winter, was discontinued after the completion of twelve miles on account of severe weather.

The Grand Trunk Pacific has under construction an extension from Moncton, New Brunswick, to Prince Rupert, a Pacific port in British Columbia, a distance of 3,554 miles. A division of 1,804 miles, from Moncton to Winnipeg, is being constructed by commissioners of the Dominion government, and the remaining 1,750 miles by the company, but when completed the entire road from coast to coast will be under the management of the railway company.

The management of the Burlington Road has decided to light all of its suburban trains by electricity.

This decision is the result of a long test on one train with a system of lighting by means of a turbo-generator, attached to the top of the locomotive boiler between the sand box and the steam dome. Steam is taken from the boiler. The new style of dynamo electricity lights the engine headlight, the cab and nine cars, including four lights on each car platform.

Press reports say that the Waynesburg & Monongahela is to begin work at once on the projected line from Waynesburg, Pa., north to Monongahela, thirty miles.

The Montana, Wyoming & Southern will soon begin construction on the 163 miles from Sheridan, Wyo., northeast to Miles City, Mont., and contracts will be let at once.

President Howard Elliott of the Northern Pacific, has confirmed the report that the Northern Pacific would build a feeder line from Pasco, Wash., north into the wheat fields of Douglass county and the Big Bend country.

Track laying on the Chicago, Milwaukee & Puget Sound has been completed between Missoula, Mont., and Garrison. Press reports indicate that ballasting will be completed about June 1st, and that freight and passenger service will be established soon afterward.

Construction of the Santa Fe, Liberal & Englewood road through Western Oklahoma has been resumed, the idea being to build from Des Moines, N. Mex., through Beaver County, Oklahoma, to Englewood, Kan., where connection will be made with the Santa Fe road.

The Chicago and Northwestern has begun its summer task of track elevation. It is stated that during the year it is purposed to elevate three miles of track in Evanston, three miles in Oak Park and about one on Ogden avenue in the Wood street freight yards of the company.

The Chicago, Milwaukee & Puget Sound has sold to the Union Pacific Company a half interest in its line from Black River Junction, Wash., to a crossing on the Puyallup river, three miles from Tacoma, about twenty-six miles. The companies will jointly build a line about 100 miles long from a point near Tacoma to Gray's Harbor on the Pacific.

## Telephone Dispatching to be Used on Santa Fe

W. M. Down, superintendent of telegraph of the Santa Fe Railway Company, while in Temple, Texas, recently, stated that the system of telephone dispatching of trains will be adopted on the gulf lines as fast as one equipment can be replaced by the other and dispatchers familiarize themselves with new conditions. The telegraph is to be used as a reserve for the telephone in case of accidents and emergencies. The new system does not in any way affect the dispatchers or operators, who will simply perform their duties by phone instead of by telegraph keys.

### Signaling

The Chicago, Rock Island & Pacific has changed the night color indications in its fixed signals and switch targets throughout the Illinois division from Blue Island to Davenport, 167 miles. The indications now are green for clear, red for stop and yellow for caution in block and interlocking signals, and for the adverse indication of siding switches.

The Baltimore & Ohio has prepared plans for the extension of the block signal system on the main line of the entire Pittsburg system, from New Castle junction through Pittsburg to Connellsville. This work was to have been taken up two years ago at the time retrenchment put a stop to many improvements. Interlocking plants and other signal equipment will involve a large expenditure.

A new railroad signal has been introduced into France. The purpose of the new invention is to bring directly before the eyes of the engineer during a fog the warning that in a short time a signal may be expected. At a fixed distance from the signal post two parallel iron bars, with a small space between them, are mounted along the lines for several yards. There is attached to the locomotive an arm which carries a bristly broom made of pliable copper wires. The passage of this broom between the iron bars produces a contact. An electrical action follows, a bell sounds on the engine, and a white slide replaces a red. The sign remains plainly visible to the eye until the engineer presses a button. He knows definitely that a signal is to be expected, and, if he cannot clearly make out the order intended will stop the train.

### Railroad Wins Suit

A verdict favorable to railroads was given by the supreme court of Texas in the case of the Gulf, Colorado & Santa Fe railroad company vs. the state railroad commission. The railroad company held that a certain rate on lumber which the commission had ordered was confiscatory. The commission demurred to the company's bill against the alleged confiscatory rate on the ground that when the rates as a whole

afforded a reasonable profit single rates could not be attacked as confiscatory.

The demurrer was sustained by the lower court, and the railroad company appealed to the higher tribunal. The supreme court held with Judge McPherson, in the celebrated Missouri rate case, that any rate which was not in itself reasonably remunerative could not be forced upon the railroad, but came within the constitutional prohibition of confiscatory rates.

The Lake Erie & Pittsburg is being built from a junction with the Cleveland Short Line near Newburg, Ohio, to a connection with the Pennsylvania Lines West, at a point west of Ravenna. The line is expected to be open for operation this fall. The Cleveland Short Line will be open for operation about the same time to a junction with the L. S. & M. S. west of West Park, Ohio. These improvements, when finished, will provide a line from Lorain, Ohio, via Elyria over the L. S. & M. S., the C. S. L., L. E. & P., Pennsylvania, B. & O., and the P. Y. & A., to Youngstown, Ohio.

### Elevating Railroads

One of the heaviest expenditures now being made by railroad companies on work for which they will never receive an adequate return is the elimination of grade crossings in large cities.

In Chicago alone the railroad companies have already expended \$46,520,250, and the work is not half done. Further proposed eliminations will cost another \$60,190,423. That gives an idea of the enormous cost of such work. Virtually the only benefit which railroad companies derive from grade eliminations is that the number of accidents is diminished.

### RAILROADS "PAY THE FREIGHT."

In bulletin 108 prepared by the American Railway Engineering and Maintenance of Way association are many interesting and reliable facts and figures relative to track elevation and depression. They show that such work is paid for largely by railroad companies. In some states the cities and counties in which the work is done bear part of the financial burden, but in most instances the carriers are constrained "to pay the freight."



# The Auxiliary

This Department is intended to serve the same purpose among the wives, mothers, daughters, and sisters of our members that the Order Department serves among our members. The rules at head of Order Department will also apply to this one. Communications for this Department should be in this office not later than the 15th of the month for use in the following month.

## Quarterly Report

OF F. B. A. OF L. A. TO O. R. C. OF A.

Jan. 1, 1909, to April 1, 1909.

No. of Insured Divisions Jan. 1.....	179
No. of Insured Divisions added.....	6
No. of Insured Divisions dropped.....	2
No. of Insured Divisions April 1.....	183
Membership Jan. 1.....	1881
No. of Policies Issued: January, 24;	
February, 1; March, 23. (Class A	
39, Class 8, 18).....	57
No. of Claims Paid.....	8
No. of Policies Dropped.....	10
No. of Deaths.....	10
Membership April 1.....	1918

### RECEIPTS.

Balance on Hand Jan. 1,	
1909 .....	\$19,969.86
Assessments .....	3,053.25
Policies .....	42.75
Policies, changes in Ben-	
eficiaries .....	2.50
Supplies .....	12.25
	<hr/> \$23,080.61

### PAYMENTS.

Expenses .....	\$ 187.54
Death Claims Paid.....	4,000.00
Cash in Bank, April 1....	18,893.07
	<hr/> \$23,080.61

### SUMMARY OF CASH BALANCE

April 1, 1909.

Mortuary Fund .....	\$ 3,000.00
Expense Fund .....	1,000.00
Reserve Fund .....	14,893.07
	<hr/> \$18,893.07

MRS. W. N. DRAKE,  
Gen Sec. and Treas.

## Elkhart, Ind.

Andrews Division 4 has had so much sorrow lately that our ladies felt we must write something special for the Journal, for in six months we have lost three members by death, and it is but a just tribute to the memories of our departed sisters. In August we lost Sister Beatrice Prentice, and the same month Sister Carpenter lost her husband by death. In October and January we lost two of our oldest, also charter members, Sisters Andrews and Northway, for whom we should make special mention, as our Division, which is one of the oldest, was named for Sister Andrews, and Sister Northway was a permanent member of the Grand Division. May Brothers Andrews

and Northway, who are well advanced in years, find peace and comfort in Him who doeth all things for the best. And still our sorrows do not end, for Sister Laudenslager, who has been in poor health for a long time, fell and broke her hip and has been in a hospital in Chicago, and our sisters all unite in thanking the sisters of Division 100 for the kindness and beautiful flowers they extended to Sister Laudenslager.

We must not forget one of our worst sorrows, for last Tuesday Sister Ida Stuck went totally blind. May God give her strength and help that she may recover her eye sight. And though we have had so much sorrow, I must not forget to mention Sister Darling's husband is gaining, after six months' sickness, and that we have added four new members and have two new names for next meeting.

Sisters, all come out to the meetings and help our president. Surely you can spare two hours twice a month to do this. We would be glad to welcome any sisters coming to Elkhart.

MYRTIE JEWETT.

## Tacoma, Wash.

Mt. Tacoma Division 35 is not doing the land office business in membership that some Divisions are, but has a good steady growth and a substantial one, as each new sister proves to be an earnest worker.

The new roads building into our city will, we hope, bring us plenty of applicants for initiation. We should, in a couple of years, be able to report a very large membership, and will especially feel secure in that belief when the Alaska-Yukon Pacific fair opens. I am sure a great many railroad people will visit us and want to return to live with us.

I see that our sister correspondent from Seattle warns all of the future visiting sisters to bring rubber boots and be prepared for rain and probably moss upon the door knobs. Well, when you weary of that in Seattle, just step onto the boat or train and come to Tacoma. You will like Tacoma, as we have very little rain during the summer and no moss upon the door knobs—we are always using them in opening the door to welcome some brother or sister, and hope to be able to entertain all who visit us this summer.

The foremost thought now upon the minds of the workers for the good of the Order is the convention at Boston. If the

convention of 1909 would only go on record as the one to formulate some rule, or pass a law to insure better attendance, I am sure every one would think it the greatest of conventions. That seems to be the greatest trouble for all of us, always wondering how many will be out, and especially for initiation, which is beautiful when there are enough sisters to put on the work properly.

There is a very deep sisterly feeling between the Divisions in Seattle and Tacoma. We are always pleased to see some of the Seattle sisters in our Division room and thoroughly enjoy a trip to visit them, and always feel benefited in some way.

We gave a dance February 23, and it was a decided success, so much so that some are willing to work for another in the near future.

All of the sisters who have homes large enough to admit of an evening card party have given them, and they are surely a success, as our friends are always asking when the next one is due.

I must not forget to tell all that are planning a visit to our state this summer, that of all places to visit Mt. Tacoma is the most important. We have good roads and good service, both train and automobile, and it will be a trip of one's life. The great forest, gorges, falls, flowers, ferns and snow, all in one day, is something that one will never forget. I dare not begin describing the beauties of our corner of the United States or I will run out of paper and ink. Just want all of you to come out and see for yourself.

I have very little to write of general Division news. We are a very healthy, good natured lot of sisters, and never have anything sensational to herald.

Mrs. W. J. HILBY.

### New London, Conn.

Since writing last, Brother Joseph and Sister Marvin have each had to part with their mother. Our sympathy goes out to them in their sorrow. Brother Remmect met with an accident, breaking his ankle bone, while enroute to New London. Sickness has been in many of our homes, among them Sisters Newell, Adams, Darling, and Spafford, and Brother Carlisle, but am pleased to report that all are out at this writing.

Ten members of our Division went to New York to visit Manhattan Division January 14, and report a good time. Sister Hayes has been in Vermont for a long time.

Sister Ryder gave the Division a piece of burnt wood which we raffled at five cents a chance. We realized about \$11.00 on this. Sister Newell presented us with a fancy apron, selling at one cent a chance; it also added a small sum to our treasury.

We voted to have a sleigh-ride February 5, as the ground was covered with "the beautiful," but the liveryman failed to keep the contract, as he did not want his horses to pull such heavyweights. Consequently we pushed ourselves to the theatre and engaged thirteen seats for the matinee (guess that 13 is what ailed us.) After the play we adjourned to the ice cream stand and gave our tongues a sleigh ride at any rate. We had our shooting match at Sister Carlisle's as predicted in our last letter. A very happy time and dainty refreshments were enjoyed by all present. Sister Coats was next in line and entertained with her accustomed grace. Sister Cruickshank entertained at whist, and this closes the third letter in the alphabet. Refreshments were served at these two latter sisters' also. This brings us now to the D's, with Sister Darling as a starter. There is the piquancy of the unexpected about our senior sister which keeps her admirers on the qui vive, for nobody knows what will be her next move. At her whist party, the bouquet she gave us all in the way of poetry was up-to-date in every particular. Then after refreshments we were all told to go into the kitchen and wash our bowls (the coffee was served in bowls) and take them home as souvenirs—they were worth the washing, surely. Our next is to be held in Central Village with Sister Dutton.

We added one more to our happy band February 23, and have two waiting for our next meeting, March 23.

New London Division 500 and Harbor Division 250 were the guests of Brother and Sister Newell Sunday, February 28, at Mohegan Hall, where Sister Newell prepared a delicious oyster stew. Brother and Sister Martin, of Providence, were among the lucky ones to drop in. A social hour brought the afternoon to a close, with a rising vote of thanks to our host and hostess. Twelve of our members went to Providence March 3, to the birthday party of Rhode Island Division, and report a fine time.

We are busy just now getting ready for our anniversary April 27, which you will hear from later. Mrs. E. H. JACKSON.

### Terre Haute, Ind.

We have just passed a very profitable year. Our election and installation passed off nicely and our new officers are doing fine. Before the installation of officers an elegant supper was served in the dining hall, which was decorated with Christmas trimmings. After the installation of the new officers, Sisters W. T. Brown and E. S. Hardy were each presented with a beautiful silver spoon. Sister Brown expressed herself more than pleased, and the address she gave could not help but make every one feel proud of her. Sisters W. T.

Brown and E. S. Hardy have both left our city, and it was with much regret that our Division gave them up.

There has been some disappointment this year; our president, Sister Boyd, has gone to Texas, where her husband's work calls him, and Sister Frank Adams has also moved away. We have had some new members this year, which gives us much encouragement.

Our Division fully appreciates the kindness shown us the night of the installation by O. R. C. Division 92, to whom we send our sincere thanks. **MRS. CHAS. KNOTT.**

### Richmond, Va.

Again it is my pleasant duty to inform our distant sisters and co-workers of what Pocahontas Division 227 has been doing during the last few months. Do not think because we have been silent that we were idle also, for we have averaged a new member for each month of this year, and hope to bring at least twenty-five others into our Division by the end of the year, as we expect to canvass the entire city and endeavor to induce every conductor's wife not already a member to unite with us.

On February 3, the L. A. to L. E. entertained us in Fraternity hall. Their president gave us an interesting and instructive talk, which was followed by music and recitations. Dainty refreshments were served and many pleasant acquaintances made. At our next meeting of the Auxiliary scarcely a member was absent, which proves that a social, occasionally, adds new life to any organization.

A silver Valentine tea was held by us on February 15. A large crowd attended and we were proud to have so many conductors encourage us by their presence. A nice sum was realized. Shortly after our tea we were delightfully entertained by our vice-president. The dining room was artistically decorated for the occasion in railroad colors. Those present will never forget the delicious refreshments and the true spirit of hospitality which pervaded the home of our beloved sister.

We have also felt able this year to present each of our past presidents with a small token of esteem, and while not valuable intrinsically, yet we hope it may be a constant reminder of happy hours spent in the Division room.

On March 11, our Auxiliary celebrated its third anniversary by a banquet which we gave our husbands at one of the leading hotels. Nearly every sister was present and a goodly number of brothers. The table was beautifully decorated for the occasion and the supper left nothing to be desired. Everything passed off nicely. Some of the gentlemen enjoyed themselves so much that they asked if we couldn't give a birthday supper every six months!

And one of the best things about it is that we had made enough money this year to settle the bill without drawing on our reserve fund.

Our Auxiliary has been remarkably free from illness so far. Some of our members and their families have been sick, but not seriously, with the exception of Sister H. C. King, whom we hope is on the road to recovery, and Sister and Brother W. L. Harris, whose mother is very low and not expected to live. We sympathize with them in their anxiety, and should the dear Father see fit to take their loved one, may He also give them sustaining grace in their hour of affliction. **MRS. A. S. J. W.**

### Des Moines, Iowa.

Many times in the past three months have I taken my pen in hand to write a few words of thanks to the O. R. C., but each time I failed, for one face was before me—one word was all I could frame; but as the time goes by the task seems harder yet. I feel I must write and thank the O. R. C. Benefit Association for their promptness in paying the policy of my husband, and through the Journal I wish to say there are no nobler or grander men than the members of Division 38, Des Moines. From the time my husband died until he was laid to rest I felt their presence. And their goodness did not cease, for within ten days they had secured employment for my daughter and son—that is brotherly love. I feel that my children have friends among all the railway organizations and God grant that they merit that friendship: **MRS. E. E. WELCH.**

### Seattle, Wash.

Division 216, Seattle, Wash., is progressing nicely. The members at present are looking forward to, and anticipating beneficial results from a visit of our district deputy, Mrs. T. Hughes, of Portland, Ore.

Since our last letter was written to the CONDUCTOR, our president has had the sad misfortune of losing her dear nephew. She has the heartfelt sympathy of all the sisters.

Our delegate to the convention will soon be on her way across the continent, and Division 216 feels they are ably represented.

Our Division made an effort to have a rest room for visiting members at the coming Alaska-Yukon-Pacific Exposition which is to be held in Seattle this summer, commencing June 1, but were unable to secure room. However, the latch string will be out on meeting days at the lodge room, and we hope to greet many sisters.

Our members have a pleasant habit of surprising each other on meeting days with dainty luncheons served after the meeting closes. It creates more sociability and harmony than just conducting the business

matters and immediately separating for home.

Tacoma Division 35 came over in a body at our last meeting and left some very pleasant memories. CORRESPONDENT.

### Missoula, Mont.

Once upon a day so dreary,  
While I wondered 'till was weary  
Over many quaint and curious happenings  
of the days of yore,  
While I pondered, nearly blinking,  
Suddenly I fell a-thinking  
Of a lodge whose first existence did not  
number twenty-four.

"'Tis some history," I muttered,  
"I'll be writing of the score,  
Only this and nothing more."

Ah! distinctly I remember,  
It was in the bleak December  
That we sisters met by agreement  
At Guy Billings near the door.  
Eagerly we planned a meeting,  
For we knew that time was fleeting,  
And we wished our present greeting to extend  
beyond the door,  
For this rare and happy meeting by our  
Sister Billings' door,  
Nameless here for evermore.

Presently our band grew stronger,  
For we hesitated then no longer  
To increase our present number,  
And at once we did implore  
All the ladies who could enter,  
Wives of conductors in Missoula Center,  
Come and join us and so strengthen  
Our band of but a score;  
For we organized an Auxiliary  
From the meeting by the door,  
Merely this and nothing more.

Long o'er books did we sit peering,  
Long we sat there wondering, fearing,  
Doubting, naming names no mortal ever  
dared suggest before.

But at length the name was spoken,  
Rocky Mountain should be the token;  
And this word has not been broken  
By our band of but a score;  
For the name, it seems, was whispered  
By a member of the score—  
This we know and nothing more.

Social times were held at meetings,  
And these were extended greetings  
To our husbands, friends, and families  
In the happy days not o'er;  
Cards and games are quite beguiling,  
Balls and dances leave us smiling,  
For the money keeps on piling  
As we count it o'er and o'er;  
And our Easter ball is coming,  
Which is honored more and more,  
Honored evermore.

By Montana's stately mountains,  
Where do gush the living fountains,  
Stands the city of Missoula  
In which meets our noble score.  
Sister Christy, ever working,  
Is our president, never lusing,  
And the rest their tasks not shirking,  
Are the members of our score.  
Thus we plan and work together,  
For time passes swiftly o'er,  
And is gone forevermore.

As I sit alone and ponder  
Of the good times held, I wonder  
If the lodge has e'er been sorry  
Of that meeting by the door.  
Who can tell what good it has done,  
By our lives its fruits have been won,  
For great labor has ne'er been shun,  
This we notice more and more,  
And the good it ever has done  
Will be remembered more.  
Remembered evermore.

MRS. THOMAS BYALL

### Amarillo, Texas.

We started in the new year with a good set of officers. We may not do great things but we hope this to be our best year. Our aim is "each one win one."

At our last meeting we took in one new member and have three petitions to ballot on at our next meeting. Like a good many other lodges we have several things to contend with. The worst, I think, is indifference; if some one would tell us how to overcome that we would have full meetings.

Our president is visiting with her parents in Oklahoma.

The members of Division 249 presented the past president with a beautiful emblem pin, which is highly appreciated.

MRS. ELI SMITH.

### Moncton, N. B.

After a long period of torpidity, Alexandria Division 255 comes again to join your band of correspondents. Our Division has been growing apace, and is now in a flourishing condition. Our new officers have been installed for the year, Sister Thompson in her usual impressive style, acting as installing officer. Though our Division is just in its infancy, being only a little over a year old, we are steadily growing, with bright prospects for 1909. We expect ere long to have our ranks increased by several initiations, including the wives of two conductors from northern towns.

In February, Sister Wilson entertained us at a delightful little "at home." Sister Wilson proved herself an excellent hostess and all enjoyed themselves immensely.

During recess at our last meeting Sisters Cummings and Crockett surprised us with a treat of most delicious home made candy.

Altogether the members of Alexandria Division are quite a congenial little group. Although some of us are lacking in confidence in ourselves, we will have to try, with the new year, to pick up more courage and endeavor to assist our worthy president, Sister Cummings, in making the meetings both entertaining and profitable.

Our secretary is the delegate to the convention, and we feel she will be the right person in the right place.

Our meetings are held the first Tuesday of each month and, sisters, should you ever visit our city we will be pleased to welcome you.

MRS. H. BARREAU.

### St. Joseph, Mo.

Here goes for a line from Benevolent Division 17. We have often dwelt fondly on that name and thought how appropriately named, for the sisters in our Division have always been famed for their benevolence. There have not been so many calls on us recently for financial help as in the past and we are boasting a good, fat treasury, so there will be no selling of tickets, etc., to get our delegate off to Boston.

We continue to have very interesting meetings, with an average attendance of two-thirds of the members. Often we go to an ice cream parlor or other places of amusement after session and spend a pleasant social hour. During the year we have also been entertained most delightfully, with our families, at the homes of several of our sisters. We also served the banquet for the brothers at the installation and are looking forward to our annual chicken fry picnic in June.

Still our Order is not wholly a social organization, as some may think, but an open door of opportunity through which we may pass in service to humanity.

Fortunately the grim reaper has passed us by this year and there has been little sickness.

We will be glad to welcome Sister Vermillion back among us, her husband being promoted to assistant superintendent of the C. & G. W. Ry., with headquarters here.

Best wishes to the officers and members of the Grand Convention.

CORA D. KORNER.

### Elkhart, Ind.

On December 20, Division 4 held its joint installation and had a large turn-out of both brothers and sisters, and served refreshments; also had a musical program and all enjoyed a sociable time.

On December 30, the sisters presented Sister Northway with a solid gold O. R. C.

pin, and served refreshments, and all had a sociable time. And on January 22, our dear sister was called away. Her sorrow is no more. Our sympathy goes out to Brother Northway in his bereavement. We certainly have our share of gloom, for in five months we have buried three sisters, Sisters Northway and Andrews being charter members.

We regret Sister Rossiter leaving the city. We gave her a little surprise at the home of Sister Puncher, serving ice cream and cake and bidding her a farewell.

Brother and Sister Lauby have our deepest sympathy in the sad loss of a loving mother and daughter.

Our Father above has sent light to Sister Stuck again, after darkness of three weeks and total blindness. May God spare her sight.

MRS. JOHN ROY.

### Harrisburg, Pa.

Division 47 wishes to be remembered once more. We are having good times and progressing nicely, taking in new members and accepting applications. Our president being always present at meetings, makes it so interesting that we cannot afford to miss them. All of the officers are enthusiastic in memorizing their charge and we trust, through our faithfulness to the Order and acts of kindness toward each other, to increase our membership to a goodly number this year.

February 12 we celebrated the fifteenth anniversary of our Order, and it proved to be a great success. We had visitors from Divisions of Pittsburg, Altoona, Sunbury, Columbia, and Derry. On February 15 a number of ladies visited Erickson Division 5, of Philadelphia, and were loyally entertained. We are sorry to say that a number of our sisters are sick, but we hope for their speedy recovery. Since our last letter one of our oldest members, Sister Maggie Weaver, has left us for a better land. She will be greatly missed from our Order.

We are in readiness to send our president to the convention as delegate.

MRS. A. M. BEATTY.

### Spokane, Wash.

Spokane Division 222 is not dead; just been having a nap, but will assure you we are wide awake now and working hard for the good of our Division. On August 4, 1908, Crescent Division 265 was organized at Hillyard, and Hillyard being just outside of Spokane city limits we lost a large number of our members, and it left us with only twenty-three members, and some of them out of the city. Since that time we have received twelve new members, one of them being Sister Ferguson, of Sego Lily Division 150, who has made our Division one of the best in the west. She is now our

president. We have nine petitions out. We are working hard for our delegate fund. We are putting the White City floor work on and getting along nicely, our sisters taking an interest in everything pertaining to the good of the Order.

We have had quite a little sickness among our sisters and their families, but hope all will speedily recover their good health. We are sorry to give up our dear Sister Berry, who was always willing and ready to help make our Division one of the best. We recommend her to all sisters.

Now, sisters, you no doubt will be going to attend the exposition at Seattle, and as no one thinks of going to the coast without visiting the most up-to-date and prosperous city in the west, Spokane, our latch string is always out; come and see us on the first and third Fridays at Pacific hall on Riverside avenue, and we will give you a hearty welcome.

MRS. J. E. BROWLEY.

### Worcester, Mass.

There has been a new Auxiliary to the Order of Railway Conductors formed in Worcester. It has been named Hurlburt Division 231. Sister Hutchinson, of Manhattan Division, New York, was the organizer. We have nineteen charter members. We were very much pleased to have Sister Hutchinson visit us at our last meeting, for she was very helpful to us in many ways. We all hope to have the pleasure of her company soon again.

MRS. J. J. BUTLER.

### Livingston, Mont.

It seems to have been the misfortune of Golden Gate Division 226 for something to happen, from time to time, to prevent our correspondent from contributing something to the CONDUCTOR.

Now before going any further, I desire to call the attention of our readers, both brothers and sisters, to a communication which appeared in the CONDUCTOR recently, and signed Mrs. B. L. Thomas. Mrs. Thomas is not a member of Golden Gate Division, nor has she ever been, and so far as I know, has never held a membership in our organization; and I cannot believe that if she were a member she could so far forget her obligation as to conscientiously write as she did.

We are still increasing our membership, though our attendance is small, owing to the changes in runs which has necessitated several families moving from Livingston. At our meeting of March 23, we initiated a candidate, and at the close of our meeting lunch was served, to which we invited the members of Livingston Division 371, O. R. C., who were holding a special meeting the same date, and at the same time we had the pleasure of entertaining Brother J.

T. Hughes, chairman general committee of adjustment for the Northern Pacific system.

The members of Golden Gate Division and their husbands surprised Brother and Sister Mjelde, at their home one evening recently. A very enjoyable time was had with games, conversation, and delicious refreshments. In appreciation of her faithful and untiring efforts as president during the past year, Sister Mjelde was presented with an emblematic pin of our Order, the presentation being made in a pleasing manner by our president. We all went home with the impression that more social gatherings of this kind would be a great benefit to both the O. R. C. and L. A.

ALICE L. MOYSE.

### Garrett, Ind.

Prospect Division 30 is getting along nicely and in a prosperous condition. While we haven't had as many new members as we would like, the outlook seems brighter. Our Division has been saddened by the death of Sister Heffner, "one of the faithful few." She had always proved such a good worker, wherever needed, that we feel her loss keenly. We have an aid society that meets at the homes of the different members every two weeks, which has proved a great success, both socially and financially. We pay a nickel whether we go or not, and a fine of five cents is levied if we fail to bring our work. A lunch is served which is always an enjoyable feature.

We hope that we may profit by the errors of the past year and remember and practice the familiar quotation which reads thus:

"To others' faults a little blind,  
And to their virtues a little kind."

We close by sending greetings to every brother and sister in the land.

MRS. C. H. ROGERS.

### Ottumwa, Iowa.

We had installation of officers at our last regular meeting in January, and with the exception of two or three the stations for 1909 will be filled by old officers. We always like to have old officers re-elected, for they are tested and found to be all that is desired.

On Valentine day we gave a social at our hall for the members and their families. Games and music furnished the amusement for the evening, after which refreshments were served.

We have initiated several in the past few months, but we still have a few vacant chairs that we would like to see occupied. Our Division is prospering, but there is need of a much better attendance at meetings on the part of members.

Our Division was inspected at our last regular meeting in March. Our Grand Deputy, Mrs. Hattie Reynolds, of Riverside, Ill., acted as inspector, assisted by Mrs. Mary Yonker, of Aurora Division. Our work was not without mistakes, but we were complimented nevertheless on being proficient as we were. Our work being finished, we entertained our sisters at luncheon in our hall.

Our Division has its share of sorrow, as we were called upon to mourn the loss of one of our oldest charter members, Sister Du Bois. She passed to the great beyond March 15. We extend our sincere sympathy to the sons and daughters left behind. May they trust in their Heavenly Father as their mother did.

MRS. ELLIS BURCHARD.

### Brooklyn, N. Y.

With the new officers installed, barn dances, birthday parties and visiting, Manhattan Division 200 is having a most enjoyable time. During the past few months we have had delightful trips to our sister Divisions, Harbor, East Rock, and Franklin. The sisters that left their very busy homes found extreme recreation and most loyal entertainment, and left feeling happier even away for a time from home duties. Division 200 has received a number of visitors. We assure all sisters they will always receive a cordial welcome within our walk. Initiation—well, come to each meeting, my sisters, and see how we keep the ball rolling.

MRS. W. O. CAMPBELL.

### New Haven, Conn.

East Rock Division 220 is really hustling—they are going to try and get a new member. Never mind, sisters, one good member is worth half a dozen who have no interest.

Grand Deputy, Sister Hutchinson, organized a new Division in Worcester, Mass., March 3. She was ably assisted in her work by Sisters Macfarlane and Perkins, of Division 220, and Sister Coughlin of Division 200. Sister Hutchinson has been untiring in her efforts to get a new lodge in Worcester and she was told there was no use trying, such a thing never would be accomplished. Sister Hutchinson, with that indomitable spirit of perseverance, and like the soldier who, after the darkness of night passes, and with his bugle calls the sleeping soldiers to reveille, so Worcester ladies answered her call and today have one of the most promising little Divisions in the east. We wish them many years of prosperity.

Franklin Division 245 held their second anniversary on March 17 in their cozy hall, and initiated a new member. Their work was perfect and it is very creditable to them

to be able to conform to all the rules so well; their hospitality was unexcelled, we never were treated better, and you may be sure we will call again at your next.

God bless the O. R. C.,  
Long may they thrive.  
God, thrice bless the Auxiliary,  
Especially Franklin 245.

We will have to make our letters short for the May number, as everyone is going to Boston and will be too busy to read. I must put on my bonnet and go too.

MRS. LOUISE B. FLANIGAN.

### Carnegie, Pa.

Division 235 is not afraid to put the work on the floor and can go through it without making the least mistake. We enjoy having sisters visit us and think it an honor to entertain and make it as pleasant as we can. We have had quite a number of visiting sisters since I wrote my last letter.

I am very glad to say there has been a new Division organized, Pride of 471 Division 266, Pittsburg. The new sisters attend our meetings and our sisters return their visits. They are not a year old yet and have all the floor work down fine.

At the first meeting in February we had quite a number of visiting sisters and members. We spent a very pleasant afternoon and had some remarks from our visiting sisters for the good of the Order. In behalf of Division 235, Sister J. J. Dougherty presented our worthy past president, Sister Kellar, with a handsome jewel. She was very much pleased with it and thanked us one and all. At the first meeting in March we had our deputy, Sister J. Dady, from Division 9, Robert Pitcairn, with us, and in behalf of Division 235 our president, Sister Grafe, presented Sister J. Dady with a handsome silver set with the number of our Division engraved on it. On April 4, the ladies of Division 235 had a very nice lunch prepared in the large ball room of Masonic hall to surprise the brothers of Division 447. After their meeting the ladies escorted them to where the lunch was prepared, and they seemed to be greatly surprised. We served about sixty-eight brothers and sisters and all seemed to enjoy their lunch. There was one prize offered for the best singer, and Brother Leprobe won the handsome bouquet, which consisted of a bunch of lettuce, a banana peeling and a biscuit neatly laid in an egg box. We all enjoyed ourselves very much and thought it was an afternoon well spent.

I feel very sorry to announce the death of Sister J. Conley's baby, and Sister G. Slack's mother, Mrs. Ott. Division 235 extends their sympathy to their sisters in their hour of distress.

MRS. K. N. RODGERS.

## **“Spring”**

Underneath the snow, white-robed daisies sleep,  
Underneath the bark, the young buds long to leap.  
Underneath the dusk of morn, wild ducks coming home,  
Underneath the bows of spring, robins cease to roam.  
Underneath the great tree's trunk, young squirrels long to jump,  
Underneath the maple, sweet water's frozen in a lump.  
Underneath the hill, the stream would love to burst,  
Underneath life's outer crust, there's something good and just.  
Underneath a barren waste, are minerals rich, I'm sure,  
Underneath a ragged vest, oft beats a heart that's pure.  
Underneath the Heavens, the earth laughs in its glee,  
Underneath life's frown, there's a smile for you and me.  
Underneath my eave trough, there's a little sprig of green,  
Underneath a stormy day, ah, let me keep my dream.  
Underneath the dark clouds are warm ones lined with gold,  
Underneath the spell of spring, lovely flowers' their buds unfold.  
Underneath life's shadows, is balm for every care,  
Underneath the charms of Spring, "Peace and good will" falls  
everywhere.

# The Order

This Department is a Forum in which the members can discuss matters of interest to our Order and its members. The editor does not assume responsibility for the ideas expressed by the correspondents to this Department. Personalities, intolerant expressions, detailed descriptions of entertainments or funerals, lists of committees, and matters of purely local interest can not be used. News and communications upon matters of general interest are cordially invited. Write on one side of paper only. No communication will appear unless the name of the author is furnished us. Communications for this Department should be in this office not later than the 15th of the month for use in the following month.

## Be a Booster.

E. W. HORTON.

The new movement to establish harmonious relations between the railways and the employe must be formed on the basis of co-operation. The frenzy of a few heelers that hound the representative members of state legislatures should be summarily dispensed with if the new movement is to meet with success.

It has become a notorious fact that irresponsible members of our railway organizations occasionally assume the initiative nerve to conduct reforms in accordance with their own narrow standards, cloaked with the egotistical illusion that "they" have a call (the gods only know where from) to hound the representatives of state assemblies, and they have some local following that is always willing to pose as patriots of labor reforms.

The movement in Ohio to force the installation of the third brakeman on trains of twenty-five cars is unfair, as there are many trains run through that state that the third man would be superfluous, and the situation should be covered by the committees of adjustment, where the need of the third man exists. The movement to eliminate the use of box car cabooses may look good but much time will be lost waiting for caboose repairs, if you are unfortunate enough to be shopped. We are encouraging government ownership in taking our local matters to state assemblies for adjustment. You may rest assured that for the conditions we create, we will be held strictly to those conditions' results.

It is high time that the self-appointed father of labor reforms was relegated to the rear. We have been in the hands of these back-alley bluffers long enough, who style themselves leaders of progressive labor reforms. They inflate themselves like pouter pigeons before a candidate, as the voice of the organizations, but they have retarded more than they have advanced the interests of our moral growth.

Enthusiasm in the interests of our brothers is commendable, but it should never be in the hands of the egotistical fellow, who knows, or thinks he knows, just what you and I need in the way of reforms. Our interests require the same philosophy, thought, and judgment as in other matters. Enthusiasm, enlisted in behalf of the trainmen as a

whole, should be the enthusiasm of judicious and prudent thought for the full moral growth of brotherhood that runs in unselfish lengths beyond organization lines.

An organization ceases to carry the moral force of security in its principles when it becomes dominant in the hands of a few local highbinders that are oblivious of the moral standard of our traditions. We are part of these railways, in a sense we are partners who are affected when their welfare varies from one stage to another. We get sixty-seven cents of every dollar earned; the constant picking flaws here, there and everywhere, is unbusinesslike; when you run to a state representative to adjust matters you should fight it out in the family of mutual interests.

Do not be led away by the agitator who is having you grind his ax so that he can get into the safety appliance booth. Those fellows turn down the institutions that enable them to be citizens, enjoy the good living and schools of their community, and they will knife you as cowardly as they do the people who enable them to school their boy. That differences will continuously exist we must acknowledge, but the welfare of our institutions does not lie in the hands of the local lodge agitator; it lies in the hands of that part of the membership that has discretion, power, conservatism and self-sacrifice to offer. I have observed one thing, that the individual who wants a code of rules to make each circumstance fit, is generally the one not partisan to any rules he works under and is the poorest support. The improper phrasing of the rest law has made that law, in the hands of the railways, an indirect means of cutting down the earning power of the train employes as a whole.

Chain gang work, while it does not double back on other trips without rest opportunities, yet the law stipulates that the first eight hours "thou shalt rest" if nature says so or not. The writer of this article goes on duty more often in need of rest under the present governing conditions than he did before the law went in effect, as we fortunately were privileged to have rest on application, under any and all circumstances. And, considering that the wrecking force lay idle 110 days at Fort Wayne prior to the law going into effect, proves that here, locally, the scheme of complying with the rest provisions for the men was a success.

The provisions for men to have rest be-

came necessary, but the law in its present phrasing is far from reaching the ultimate purpose it was created for. That law should never have been framed as it is, as men coming in on runs of fast schedules are forced to not comply with the law, as sleep, hunger and thirst must be under the call of nature alone and subject to being secured on application when needed. This is one of the results of too hasty effort in the local father of reforms who, to quote the Indiana Moses who says "I am laboring in behalf of the women and children of railway men" (at Indianapolis assembly). If a few of these top heavy fellows would go to work and let our interests alone we would be drawing more money for those "women and children."

That law should, by as speedy means as possible, be modified in such manner that the individual should have rest on application, when rest was necessary—not at a time when you can not comply with the law. Any law that can not be complied with only at certain times is a law that should be regulated or repealed. That the motive was good we admit, that many railways forced men out is true, but law can regulate sleep only by giving the individual the right to force the law of privilege when rest is needed.

Railway men are intelligent animals, fully alive to the intricate conditions of their calling, and they should have the privilege of doubling back when their judgment tells them they will not be in need of rest for ten or twelve hours following their arrival on some quick run. The individual who neglects to take his rest neglects it under any circumstances. The intricate conditions of train service can not be regulated by laws fathered by country lawyers and school teachers that become elected to our state legislatures; they must be free from that prejudice that many hold against the railways of which we are legitimately a part. There has been a too strong tendency on the part of candidates for office to fish for votes by making campaign thunder and giving the railways h—l.

When you disturb the earning power of the railway, you lessen the distribution of wages and the railway will have enough antagonism without our efforts by co-operating with our (should be) natural enemies. When we lend ourselves to the will of the system agitator we depart from the conservative principle that insures good results. We must get into this partnership with the railways, as part of their investment, willing to meet them fairly in the adverse conditions of vicious legislation, and movements that handicap the wage returns of 1,500,000 employees. We will have to quit following the dissatisfied member that runs to the state capitals, tattling on the "Old Man." Go out to the barn and

put the gloves on with him, while Ma gets breakfast and when you go out to the pump to wash it off, forget the matter and go to work helping to make the darned old farm pay out. That is the position we occupy in the game exactly.

The local lodge agitator who runs to these candidates for pledged legislation is one of the most injurious factors in our moral effort to create fair dealing and it should be immediately crushed out. Let us get together with the railways, not against them, and thrash out our troubles on the ground floor where we are all familiar with the conditions, and cease this strife. No legislative body can give us laws governing our working conditions that will be satisfactory until fair-minded railway men are the legislators.

Our calling is decidedly complicated and incomprehensible to the general average of representatives and the matter is open to too much speculation of thought by the self-appointed advocate at the central seat of government. We must cut away from the Moses that knows (?) always what you need when you did not know you stood in need of anything. Cut away from that, brother, and be a booster for the interests of the railway you work for—the man who knocks now on the general movement to put the earning power back where it was is decidedly out of harmony with the times. The railway must get theirs before we get ours; let us quit legislating for a while and be one of the company. I believe it will pay.

### Boston, Mass.

We saw the announcement that Brother C. D. Kellogg had accepted the office of secretary of the American Railroad Employes and Investors' association. Sorry to lose him, but our loss is his gain no doubt.

We note the change at the head of the fraternal letters. We like it.

The appointment of Brother C. H. Wilkins as chief clerk to the president was a hit and not a miss.

Brother E. M. Roberts as chief of Division 413 handles the Division in a soldierly manner, with him it is right about face, forward march. His cabinet is of the best.

When the Grand Division meets at Boston in May Chief Roberts, officers and men will be on the firing line.

The fraternal columns of *THE CONDUCTOR* for the past few months has contained many interesting letters. We just enjoy reading them. What an interesting gathering it would be if the different correspondents could meet together. Well, brothers, we can see each other through our words if not face to face.

We are not versed in the art of physiog-

mony and don't know its first rudiments, but after studying the face of Brother J. Wall in the March CONDUCTOR, we should say that Division 317 of New Haven had a chief that was a veritable stone wall. We discover the character of the mind by the face—the hand writing upon the wall as it were.

These days we hear a word now and then about a co-operative pension system upon the B. & M. R. R. A bill has been drawn and submitted to the railroad committee of the legislature of Massachusetts. We haven't the least doubt about the bill passing both houses. At this writing we are not familiar enough with all the features and phases of the plan. As for ourselves we have always associated the word "pension" with soldiers. So far as the soldier is concerned he has received generous treatment from an appreciative government. As a general proposition in the matter of old age pensions the United States has lagged behind the other aggressive nations. Possibly because the conditions of life here have been different.

We hear occasionally of a firm which has distributed a percentage of profits at the Christmas season—of an employer who in his will has made provision for those who have served him faithfully for years. With increasing frequency corporations and firms are providing pension plans which involve the payment by employers of a small amount at regular periods. We have not taken much stock or received any ardent zeal from articles we have read in our local papers in regard to the proposed pension system of the B. & M. It has been remarked that the B. & M. pension bill is the best on earth. If the proposed plan can measure up somewhere near the following: "Masters, give unto your servants that which is just and equal, knowing that ye also have a master in heaven"; "Servants, obey your masters according to the flesh, not with eye-service, as men pleasers, but in singleness of heart, fearing God."

Company and men basing their pension projects upon the above quotations surely cannot lose. It will buy contentment among its employes and financial returns to the company.

It is a matter of congratulation that the B. & M. is taking steps in this important work, co-operative pension system. Possibly later a more comprehensive account can be given of the B. & M. co-operative plan.

We appreciate the gigantic bigness of the plan, also the minuteness of the same. From President Tuttle down to the last man on the committee, no doubt the work has been strenuous, also nerve racking.

Some of the brothers of Division 413 are on the sick list. We wish we had no such list, but brothers get mother to mix you up

a dose of sulphur and molasses such as we used to take when boys. You know, take it three and skip three.

Below find a quotation from "Brewster's Millions" by McCutcheon: "Boston is a large body of intellect surrounded by the rest of the world." My quotation would be this: The world is a wheel of intellect running on the hub—Boston. Natural thing, all the wheel spokes lead to the Hub. The rim won't let them run elsewhere.

The B. & M. uniform suits hereafter will be made by Jacob Reed's Sons of Philadelphia, Pa. They claim to be the oldest and largest uniform house in the United States. Founded in 1824. Here's hoping they have found a way to make a uniform suit that won't founder the wearer.

C. E. GRAVES.

### Pittsburg, Pa.

There are two words, though common enough, that express something which has more to do with forwarding or retarding civilization, social order, peace and happiness than any other known attribute of man; Passion and Reason, and are therefore important in the work of the Order as well as all organized effort in the social uplift of man. Reason is defined as "a faculty of the mind by which it distinguishes truth from falsehood. The act of deducing consequences from premises; justice; fairness; equity; not extravagant; excessive, or immoderate." Passion is defined as "avarice; revenge; hatred, etc. Violent agitation or excitement of the mind." The two are opposing attributes and can not exist together. One is controlled by that uncertain property of the human mind, emotion, the other by the two remaining fundamental properties, volition and intellect; where passion is enthroned reason is enthralled; where reason prevails passion can not exist. If I can impress the importance of "reason" on the readers of THE CONDUCTOR, and of deducing results from premise I will feel content in the belief that I have helped a little in getting close to that perfect civilization, the millenium.

All organized bodies that are progressing are doing so as the result of the effort of their best thinkers and these have for their impelling force, reason; it is due to this that our Order has been so very fortunate in the selection of its grand officers and attained the splendid position it now holds in the labor world. If we would continue to advance we must continue to think and reason. Organized labor as well as social order is constantly being assailed by agitators; some are mild and harmless because of their liberal use of indefinable rhetoric and sophistry, but many are dangerous because of their appeal to man's passions and their scurrilous abuse of those who have been more fortunate than them-

selves — all alike, however, are harmless when reason is the auditor. It is under such conditions that I wish to reply to my Boston brother's letter in the February CONDUCTOR advocating government ownership of railroads. This is a vital question to the Order and we cannot afford to get on the wrong side of it. I regret that my original reply was returned and not permitted to go in THE CONDUCTOR.

First of all, how is the government going to acquire ownership of our transportation systems; under existing conditions it can not be done without paying the present owner full value therefor; let us see what this means. Our railroads alone are valued at over \$13,000,000,000; to own the roads the government would have to go into debt just that much and that means from seven to ten per cent interest on the debt; the combined net earnings of all the transportation systems in the United States is much less than half of this, even when managed as now by well trained managers who are selected because of their fitness, ability and experience. How will it be under a system that puts the business into the hands of men with a pull? As a nation we can easily borrow all the money we require for necessary expenses at a very low rate of interest, but how will it be if we have to pile up such an enormous debt? You will say the property itself will be sufficient guarantee for the debt; that is only partly true. The best managed roads now can only borrow money at four per cent. and this low rate is due more to the well known conservative management of the property than to its physical value; where this confidence is lacking even that low rate cannot be obtained. How, then, will it be if the government goes into the market to borrow thirteen thousand million dollars, backed by property that is to be experimented with and probably managed by men with no qualification but a political pull? I doubt if we could borrow money on such security at twelve per cent. Admitting, however, that we could borrow the money at six per cent., we would still be short and have the pleasure of making up about \$200,000,000 a year to meet the deficiency of our government-owned railroads.

If our roads were owned and operated by the government the people, or some of them, would demand all kinds of convenience, cheaper rates, etc., regardless of expense. Our law makers, who want to make good with their constituents, generally give the people what they want, especially when they are too blind to see that they have to pay for it in the end themselves. Anyway, this would soon wipe out the three per cent. or so that the combined roads are now making in the hands of experienced managers, causing a further de-

ficiency. Take, for example, our postoffice department; Congress has to appropriate millions of dollars every year from the public treasury to make up the deficiency, and this business is only a small fraction compared to the transportation business of the country. Along with all this we would have powerful politicians demanding positions as general managers for men who never had a day's experience in transportation work, and superintendents made out of men who could deliver the most votes. Finally, brother "122" tells us we will have lower rates and more wages. Well, with all this, I see that \$200,000,000 deficiency going up to \$500,000,000, and then some, all to come out of the public revenues, and if it is not the poor devil of a consumer who finally pays all taxes, I don't know who does.

If the treasurer of the United States could meet such a condition as this without calling on the people for help he would have Aladdin's lamp beaten to a frazzle.

We now have the best governed country the sun ever shone upon, though distress is with us and will be with us until that time when the "lion shall lie down with the lamb;" we have more happy homes and greater freedom for the law-abiding class than any nation on earth. Born in Independence Hall, christened at Bunker Hill, Saratoga, Trenton, and the southern swamps; confirmed at Yorktown, this nation has grown from a weakling to a giant in intellect, science, art and universal equality before the law.

Wise leadership in our labor organizations has lifted the wage worker from a mere dependent to, in a large degree, independent manhood—shall we turn back or go ahead? Experience teaches us that our economic system, even with its imperfections, is the best in the world. Government ownership means a reversal of these things; instead of our government being a mere cog in the wheel as now, it will divide us into two classes, the governing class and the governed; it is a turning around, and carries us back; back to the bloody reign of the Jacobins in France; back to the oligarchs and rabble; back to the free bread and free circus of Rome. In place of individual incentive we will have inducement to indolence, with its attendant profligacy, and then what of our boasted citizenship? I know of no greater menace to "life, liberty, and the pursuit of happiness," and the freedom of the individual than government ownership, the destruction of which it will eventually bring about. The end will be a nation of oligarchs and serfs, or revolution.

Perhaps I have drawn on my imagination just a little, but that is the kind of argument I am trying to answer.

JAS. B. GAUSS.

**Monroe, N. C.**

May I ask the question, What is the matter with American business? The business of the country is unsatisfactory. Who brought on this country a panic? Did the financial kings go behind closed curtains, call in over five hundred million dollars from banks in every state in the Union and place it in the vaults of the big bank groups? Did the high-salaried managers filch the earnings through various schemes, causing the general public and employees to be skinned to keep things going? Has this country's business been badgered and beaten with legislation until few have escaped the withering effects? Is the country suffering from the foolish demand made upon the railroads for lower freight and passenger rates?

The greatest industries of our country are our railroads; they have done more to develop the country than all other industries combined; they have brought the backwoods sections in touch with the polished cities, placed the daily telegraph news of the world in touch with all classes. What would our country do without our railroads? The mineral of our land would still largely be locked up in the cases of the mountains but for the development brought about by our railroads, yet some of our legislators seem to want to retard them in their progress just as far as they can.

The engines of Federal law and public opinion which has had the business trusts and corporations under fire for two years or more, and working overtime to punish them, have done our country a great injury—to destroy the business trusts and corporations of railroad prosperity means to destroy national prosperity. We should strive to upbuild the railroad system instead of tearing it down, for their poverty means the poverty of all classes, and their prosperity means prosperity for everybody. It cannot help but be reflected that if some of the vast energy which has been used to straighten out the operations of corporations had been applied to regulations of the government itself a much different state of affairs would have existed. If all the unwise national and state railroad laws of the last few years could be wiped off the statute books we believe renewed prosperity with a demand for labor in excess of the supply would come very quickly, to the great benefit of everybody.

The most imperative obligation upon any nation is to find for its people employment—man at work is the most valuable asset of a nation.

The attacks of legislation on business which has cursed the country for four years, with ninety millions of people, some with full knowledge and others blindly not knowing what the trouble is, are looking to Mr. Taft to bless them by awakening the whole

business world from its lethargy, apprehension and discouragement.

The new administration has problems confronting it that need extraordinary ability to solve.

If restrictions through legislation or otherwise destroy public confidence in railway securities from the investment point of view, the railroads can no longer get the necessary capital to produce what the public needs.

The public should awaken to the knowledge of the situation, and every citizen of this country who is interested in its prosperity should make a determined effort to modify or remove and oppose all legislation or other efforts that may have a tendency to cause unwarranted discredit and suspicion on railroad prosperity and prevent the enlisting of capital. With this, little and big would restore steady, solid prosperity in a very short time.

It is to be hoped that our delegates to the Grand Division at Boston in May will get aboard the old prosperity ship and start her out again.

MEMBER.

**Carnegie, Pa.**

Chartiers Valley Division 447 is still at the same old stand, doing the same good work with the same old brothers and a few new ones added. Two of our beloved brothers have gone to their reward—brothers Newell and Mosey, and we pray in unity that the Grand Chief of the universe will reward them with eternal rest and give comfort to their widows and orphans. It is gratifying to see the how our thoughtful, kind-hearted members came without solicitation to administer to their sick brothers, and after their demise to comfort and aid the widows and orphans. I cannot help but think that it is a pity that the world is not full of such noble and manly men. The brotherly love which exists in Division 447 has gained us widespread admiration from this entire community.

Business is not booming in the Pittsburgh district as the daily journals would have you believe, far from it. Business has not increased over five per cent. in the last eight months. I met a brother a few days ago who came here from the south through misrepresentation of the newspapers; the newspaper boom is about the biggest we have here just at present. So, brothers, if you have a position elsewhere, hold onto it and do not be deceived by the newspapers.

We had a very slow winter, but look for better conditions this spring, as our coal shipments to the Great Lakes will, I think, enable the crews we now have to make nearly full time, which is some encouragement to us. Our officials on this division did not take off nearly as many

crews this winter as on other roads in this vicinity. Why? Well, the reason is plain, we did not request it. We were not selfish and were satisfied with a living and we got that. Our officials on this division keep in touch with their employees and know just about the condition of each individual, and by good judgment retained a good many in positions who would otherwise have suffered privation. Our officials and men on this division are like a large family; they are all of the same class; they made their first step on the ladder, and I am glad to say they are still climbing upward. May they reach the top in safety is our wish.

A few weeks ago a school with one day's instructions was held in Dennison, Ohio, to educate our conductors on local freights in the proper handling of high explosives. We sent our representatives from here and they did credit to their district. Of course the instructor told them a few things they did not know and they returned home much wiser.

B. P. MALONEY.

### Logansport, Ind.

In my last I called attention to several of the principal questions confronting us at this time, and wrote in regard to the number of delegates we employ to represent us. Other questions I mentioned as important were: Freight rates, the old conductor, and the relief fund. I gave my own opinion of our representative system as I saw it, and will now have my say relative to freight rates. One thing I want to call to the brothers' attention, namely, that everything a railway company buys, every item of expense — including wages — has advanced from twenty-five to seventy-five per cent. in the past few years and that freight rates have remained the same, or in many cases been greatly reduced. From that basis, it looks very much as if the railway companies formerly made enormous profits, or they are having a very rocky time making ends meet under present conditions, one or the other. Now just look at that in a sensible manner. One of the most potent causes of this condition is the ever present, "self-sacrificing" politician. It seems as though the only stock in trade of the average politician is something detrimental to a railroad company. He seems to think if he can just convince his constituency that he will devote his entire time to pushing legislation against railroad interests, that his future is assured. Now, brothers, is the time for us to act. Not some other time, but now. It certainly looks as though it would be the proper time for companies to organize all classes of employes for the purpose of protecting the interests of our employers and ourselves against just such conditions. If the leading organizations could

get together and formulate a plan of action, we could soon put a crimp in the politician's aspirations, and put him under the wagon, where he belongs. He is in the field for revenue only, and cares nothing for any one but himself. Of course no one ever thinks of such a thing as putting ourselves in any one's hands politically, in a party sense — and in fact no railroad official would accept such an offer. Don't understand me that way, but just a unit against selfish politicians as far as it pertains to railroad legislation. Now let me tell you why the politician is so frantically anxious to sandbag a railroad company. Not because they have ever harmed him in the least, but because he can no longer flash his annual and draw mileage fees from the taxpayer at the same time. Nothing else. He wants revenge. His main excuse for living is to get back at the railroads because they refuse to thaw out for his pass. And I will just add that he has a worthy competitor in the newspaper man. Boosting each other in that common desire to get their hands on an annual once more. Just notice your local paper everytime there is a small accident how he exploits it as "another horrible accident," etc. He did not do it when he had his pass, did he? Not so you could notice it. If this state of affairs don't call for an earnest endeavor on our part to back up our employers, I am overlooking something. Brother freight conductors have no idea of the appetite of the average politician or editor for passes. Few people ever knew the extent railroads were formerly imposed upon in the pass line. Properly organized, we can stop all such impositions. But taking his pass away is like punching his meal ticket to the everyday politician or editor. We should be organized so when the companies call our attention to a vicious bill, we could go to our congressman or legislator, and say to him "Hands off," and he will be only too anxious to get in line. I have always been a firm believer in going to the officials properly with our grievances, but if we could put ourselves in position to deliver the knockout punch to spiteful and vicious legislation, it would give us grand returns in the way of advantageous settlement of our just complaints. Think it over and some one show me where I am wrong. To quote Brother Elliott, I can hear a yell now coming, "company man," etc., but who is the company next to the actual stockholder, but the employee? You will never be able to force a single penny out of the pay car that is not earned, and if we sit quietly by and allow vicious legislation to keep the pay car empty, we will be the loser, and we can't escape it. Once organized as I have suggested, we would command such respect that any one would step out of the ranks and acknowledge that we are NOT in "a weak and defenseless position."

"WABASH"

**St. Thomas, Ont.**

In looking over the pages of the Fraternal column I note what should be done with the old war horse; i. e., put him in a Home, or pension him, or send him to the poor house. As for myself, I don't want any of them. I have often thought of him myself, and I have observed some cases that did not appear good to me, which have been caused either by bad management or misfortune. Now my plan would be to pay the old conductor his insurance in ten annual payments, commencing at his sixty-first birthday and ending at seventy-one. Now that same insured brother must pay his assessments to the Mutual Benefit Department just the same as if he did not get any benefits; Series A would pay annually \$84.00, Series B \$168.00, Series C would pay \$252.00 per annum. If he deemed it wise to keep up his assessments himself he would receive one-tenth of whatever series he would carry, and as there are so few conductors who live over the three score and ten there would be very few to help, aid or assist when the allotted time comes. Now I would place around those brothers restrictions such as these: No member would be allowed his annuity unless he had been a member of the Mutual Benefit Department twenty-five years without any suspensions, and sixty years of age, thereby paying a premium for strict business methods and proper care for his own welfare. Now I would suggest that this annuity be taken from the Reserve Fund after the million dollars were raised; why I call the attention to the Reserve Fund is this: the Reserve Fund being made up by fifteen yearly assessments on every member, I feel assured it can earn enough to pay my annuity scheme and have a surplus, and then that will relieve the mortality fund just as much as the Reserve will pay in annuities annually. The only loss that would be sustained would be the member who lived over seventy-one years—and I am of the opinion there would be very few—as the Mutual Benefit Department is liable for all certificates and the payment of the same. What matters it whether they pay the member in life, so long as they receive the assessments to fulfill all of their obligations? The only difference is that they will not have to pay as much for him when he dies. I have noticed that when the poor old conductor, who has saved his assessments and kept his dues all paid up, has passed away his insurance went to persons who did think enough to mark the place where he was laid. We all know that insurance is easy money to those that receive it, and often it is spent just as easy, as in several instances I know of where the poor brother left three, four, and five thousand dollars

insurance. Watch five years hence those who got it and you will hear a tale of woe something after this style: "I wish I knew as much when poor Tom, Harry or Bill died; I would have secured a nice home for myself instead of spending the money on articles I should have done without, and the landlord would not be able to say you must move or pay your rent." Now as to a permanent location. I think it is time something was done for that purpose. My reason is based on a business principle, as the money paid for rents are profits to the other fellow's investment. Now another feature is to lessen the Grand Division expenses, as the cost per hour of 600 paid delegates must be enormous—I cannot recollect the figures now.

The Indianapolis delegation will be given a day to be heard, which will commence at 1 p. m., maybe, and close at 7:30 p. m. Such men are very bright and intelligent and it is a treat to see and hear them extoll the virtues of the city they represent, which I very much admire—that is the bright side. Now take another view; what does it cost the Grand Division to listen to the greatness of some city which the membership at large will never see, but will have to pay the fiddler for such needless expense? Every two years it is the same old chestnut—the Grand Division forced to pay attention to a lot of eloquence which has no use for the membership at large, and for which every member has to contribute; as those august bodies are good fellows it does not pay the time which is lost to the deliberations of the Grand Division. I sincerely hope every delegate will take this letter and place it in his hat and take it to Boston and see if there cannot be some legislation for the old conductor, and a permanent building for the O. R. C. If you cannot find any room in Uncle Sam's domain, come to Canada, as we have lots of goods to give away, and our climate is good and healthy, and we can arrange for a large consignment of broombast to be put before the next Grand Division, which will cost you another \$50,000 or more.

MACK.

**Sewalls Point, Va.**

The Virginian Railway Co. has completed their tracks from Sewalls Point to Deepwater, 445 miles. First coal dumped at Sewalls Point pier, April 2, for bunker coal for ship McHolme. April 3, loading ship Everett. Mr. Rogers and party will be at Sewalls Point today noon to view operation of pier; capacity of pier 360 cars in twelve hours. For the present, business on the Virginian Railway will be very light until the mines in West Virginia are developed and I will advise all brothers who have positions to hold them at present. I

am having about ten to fifteen applications every day and nothing to offer them.

Division 205 is doing very well, new members coming all the time, and if the members and officers will get a little move on themselves and get the members of the Virginian Railway Co., they can swell their membership. If not Roanoke will get the best of them there.

P. B. LUKE.

### Mattoon, Ill.

If we but knew the pain we give,  
By the unkind words we speak,  
There would not be conductors  
Who do not care to meet.

We pass each other every day  
As we walk upon the street,  
But as one has spoken unkindly,  
We do not care to greet.

Oft times we think that we are right  
And all the world is wrong;  
Let us show a little charity  
As we mingle with the throng.

If we would only stop and think  
Ere we speak that unkind word,  
There's many a heart that would not ache,  
For it never would be heard.

Those unkind words, how deep they cut,  
and oh, how much we'd give  
If we could but recall them—  
Too late, they'll always live.

It is the little acts we do,  
The kind words that we say  
That makes this world look brighter  
As we live here day by day.

Let us resolve from this time on  
Not an unkind word to speak,  
And when we meet at any time  
Will everybody greet.

J. V. FITCH.

### Colorado Springs, Colo.

Let us hope, as time draws near for our Grand Division meeting, that delegates will get together on some plan to protect the old down-and-out conductors. I think that a plan the same as the B. L. E. have adopted would be a good one—to pension the old members, and would rather see that plan adopted than to see them colonized like old soldiers. However, if the Home plan is adopted I wish to make this small offer: I am the owner of a small farm, forty-six acres, in southern Indiana, that I will deed to the Order without cost, provided they will establish the Home there. This land is situated six miles from Mitchell and three miles from River

Vale on the B. & O. Railroad, and there is a branch railroad running up to the farm. The land is high and rolling; well fenced and watered; thirty acres cleared; land suitable for farming or vegetables, or orchard land; sixteen acres timber for all purposes and a world of fine building lime stone, same as Bedford district produces. The land lays fourteen miles from Bedford and two miles from White River.

S. S. STEWART.

### Norristown, Pa.

No doubt some of our brothers think little Division 516 has gone out of business, but such is not the case, as we are doing business at the same old stand and taking in new members almost every meeting. Our good brother, Bart. O'Brien, had the misfortune to lose one eye by something dropping from a passing train and coming through the front cab window, the glass cutting the eye so bad that he had to have it taken out. Our chief conductor, who has been on the sick list for some time, we are glad to say is at work again; and by the way, we do not want to pass our brother, Harry Buckley, and not congratulate him; you know it is better late than never, while I am a little late in notifying our brothers, but as spring opens you will see Buck pushing the baby coach and that will explain everything.

W. M. MARSHMAN.

### Verona, Mo.

I have been greatly interested reading in the March CONDUCTOR the good and timely letter of Brother Petty, of Division 55. It was my pleasure and good fortune to be so situated during the winters of 1903-1904 to attend meetings of Division 55; the friendships formed then and there have been pleasant and profitable, for Division 55 is regarded as among the best in every respect. In speaking of the high and efficient character of Division 55, let us not forget the just claims of Division 151 to be as good as the best. The brothers take great interest in Division meetings as well as their unselfish acts toward unfortunate brothers; members are regular and prompt in attendance at Division meetings; there is a feature of our Division that has occurred to my mind many times that I think has a good influence in this direction, viz.: that of holding meetings once a week. Members take more interest and look from Monday to Monday with a profitable interest.

Your Uncle Ben feels much like a back number, having passed the active limit by nearly a decade, but has not in the least lost interest in the Order. Although losing in vitality I am still enthusiastic and ready

and willing to put in a stroke for the O. R. C. whenever opportunity occurs.

It was my great and good pleasure and good fortune as well as profit to represent Ozark Division 30 at the first Grand Division held at Boston in the fall of 1884; also while in attendance, to assist in the organization of Boston Division 122. Hence I look upon the coming Grand Division with more than usual interest. That delegates to the Grand Division are looked upon as men of more than ordinary ability in legislative bodies is easily accounted for; in the first place they must have some ability as well as energy to attain the responsible position of a railroad conductor, and again the experience counts, as the position brings him constantly in contact with public and representative men.

BEN GRIST.

### El Paso, Texas.

Just a line for Brother J. A. Judd, of Denver. I also read the CONDUCTOR for September and saw the illustration of a card issued by Amboy Division 1, Conductors' Brotherhood, with your name on same. At the time I was a long way south of the Rio Grande, but when your name showed up I was immediately set back a quarter of a century. I had it in my mind you were dead; but here comes the March CONDUCTOR with your letter, which I was more than pleased to see, although some parts of it I cannot O. K. In the winter of 1880-1881 I was braking for you between Trinidad and La Junta; there were five crews then on the run; I can see them yet—Martin, Fuller, Judd, Coy and Bagnal, and without a doubt you are the only one living out of the bunch. Bagnal, killed in collision; Coy, died in Old Mexico; Martin was shot dead in California by a sea captain. Fuller, I understand, died at Colorado Springs a few years ago—all good fellows and gone where the most infamous of all rules, the "age limit" and "physical examination" cease from troubling. I hope you are into clear and do not have to hit the rail for a living. But Judd, what do you think of the agitation in the CONDUCTOR about the Home for old conductors, paying them their policies in full, etc.? Some of them talk as though they had rats in their garret. It would break the Standard Oil Company to give them a policy after forty-five years of age. And as to the Home, it might be all right for those who had no wife or children. I look at my insurance the same as house rent; if rent is not paid, no shelter; insurance not paid, no protection. I am from Missouri. Here is my idea of helping the old conductor: Fix conditions so he can help himself; no reason on earth why the average conductor cannot do a good job running a train, braking or switching until

eighty or eighty-five years of age. Some fifteen years ago an editorial in the CONDUCTOR, in speaking of the "Age Limit," then being introduced, claimed it would prove a boomerang, and judging from reports of accidents on the different lines in the United States I think it told the truth. Who is to blame for the "freak railroad laws" in our different states? There is a cause of them. Every man that is turned down for some little physical defect by a railroad doctor, such as barring a man from a job operating because he was short one of his big toes, or a switchman on account of a weak stomach, naturally feels sore against all corporations. Now this thing ought not to exist and I believe all the brotherhoods should protest against it and at the same time ask the railroad companies to call off their dogs of war—that un-American, unjust, Russianized rule, which could only have originated in the heart of a hyena, and the conscience of a snake, known in America as the physical examination—that is all the protection the old captain needs; same as the railroad protection against unjust laws—give the old conductor a chance to work as long as able and if he can't make a living go to the poor house; give the railroad justice and if it can't swim let her sink—play no favorites. How about the American Railroad Employees and Investors' Association; isn't that the one P. H. Morrissey is chief of? I think he would be willing to put the case up to the officials in the right light and win. Make the master mechanic who hires the engineman and the trainmaster who employs the trainman judge of who shall run your trains, not some medical student just out of school, and wrecks will decrease. I personally know of several men, good ones too, who have been turned down by different corporations' doctors and have turned politicians in order to keep out of jail. Can you expect such ones to give the glad hand to laws favorable to railroad corporations? I think the time is ripe for the O. R. C. to make a stand on this issue; cut out the Home and handle something that is alive. It is a more vital question than a raise of pay, and if the O. R. C. cannot do it, Veritas is surely right, she is in a weak and defenseless condition and would do well to consolidate with the B. R. T. One little illustration: A few miles east of El Paso I own five or six acres of the grand old state of Texas, where I raise chickens, potatoes and all kinds of trouble. The G. H. & S. A. and T. & P. run right past the door on joint track, where I can count the cars, when not too many. The G. H. has the up-to-date physical test. The old T. & P. examines nothing but your head. When the G. H. takes siding the switch is usually

closed by an up-to-date lad with tan shoes, wide belt, and hair like a Shetland pony, age about twenty-five, quick and active as a prize fighter. When the T. & P. pulls out the switch is often closed by a fellow with a streak of grey hair, fifty years of age, and by actual test with a standard time-piece (which I always make) it takes the old fellow just three seconds longer to close the switch than it takes the young man of the G. H. But the old fellow always, night or day, looks at the points of the switch rail to see if said points are in proper shape, snug up against the main rail, before giving the high sign; hence the three seconds delay, which the G. H. lad does not use. As long as the target is set and locked for main line the points are in the right—perhaps.

H. G. EKARD.

### Colorado Springs, Colo.

A great deal has been written and said as to what should be done at the next Grand Division in the way of making new laws, and some good ideas have been advanced, but it does not appear to me that matters would be helped by cutting down the number of representatives. What we need is better representation than we are now getting, and it occurs to me that the way to do that is to amend section 3 of the statutes so that all nominations may be made by petition, signed by a majority of the members of a division. In this way you will give the majority a chance to say who they wish to fill any office in the gift of the Division, and while the majority might make a mistake once in a while, they would not be as apt to do so as the few who gather at Division meetings on election day.

It is a common occurrence for the men who do the real work for the Division all year to be out on the road when election day comes around, and they have spent so much of their time and money helping those who can not help themselves, that they do not feel like laying off to attend election but they know what is best for the Order, and they ought to have a chance to have a voice in naming the men they know are best fitted to represent them honestly.

Too many delegates are sent to the Grand Division because they can "talk," but unfortunately, they do not say much when they do talk. Any one who will read the proceedings of the Grand Division will readily understand the point.

I would also amend section 3 so that if any officer, trustee, committeeman, delegate, alternate or legislative representative were unsatisfactory he could be removed by request, signed by a majority of the members of the Division.

It very often happens that a brother is elected to some office that he is in no way qualified to fill, and as the law is now you can not remove him only by preferring charges, and that is not always possible or the best for the good of the Order.

There are many good brothers who are not competent to fill offices in the Division, but who are good, honest fellows and it is their misfortune and not their fault that they can not take hold and do things. But is it right that they should block the game when you have men who can make good? I think not, and the sooner we get out of that rut the sooner we will accomplish more good for the majority.

There are too many men sent to the Grand Division who go for no other purpose than that of having a good time, and you can not have all the good times and do justice to the boys at home.

I am satisfied that with these two amendments it will be possible to set the drones out of the way and give the fellows who "do things" a chance to go where they belong—in the lead.

If the brothers will give this matter careful thought I am sure they will see much that is good in it, and when you have made up your mind that it is good whisper the news to your delegate and ask him to vote for these amendments.

Let us have majority rule and the best representation that we have in the Order.

J. T. JOYCE.

### Boston, Mass.

During the next month all roads will lead to Boston, the home of the thirty-second convention of the Grand Division, Order of Railway Conductors, and by the time THE CONDUCTOR reaches some of our brothers, no doubt their baggage will be marked "Boston, Mass." The committee here has about completed all arrangements, the various sub-committees have been appointed, and everything looks favorable for one of the best meetings held by the Grand Division.

The convention hall (Ford Hall) located on Beacon Hill, will prove a fine selection on the part of your committee.

One cannot help seeing our beautiful State House with its gilded dome, and at night lighted by its hundreds of electric lights "that may be seen from afar" by those entering our city in the evening. The old State House, located at the head of State Street, and on Washington Street, has been lately repaired and also presents a very picturesque appearance and should not be overlooked by those who are strangers to our city. I might also mention the old South Church, with its rare collection of war relics, which are of interest to those of our brothers who belong to the G. A. R. And also the famous Bunker Hill, which

of course needs no introduction, as we all knew it by history, as well as the battle field of Lexington, located only a short distance from our city.

Many other places I might mention, but brothers, just inquire of our committees for any place you desire to visit, and they will give you all information desired.

Those brothers and sisters entering our city by the two railroad stations will be met by members of the reception committee ready to direct and assist those who are not familiar with our city.

At this writing the weather man has promised us some good weather during your stay, so leave your furs at home. Might bring along your evening dress for the grand ball, which is to be held in Mechanics Hall, one of the largest halls in New England.

Now brothers of 157, 122 and 413 give all the aid you can to your committees and let the thirty-second session of the grand convention of the O. R. C. go down in the history of our Order as one long to be remembered. H. LINCOLN.

### Charlottesville, Va.

First Chronicles, 13, 14: "And the Ark of God remained with the family of Obed-edom in his house three months and the Lord blessed the house of Obed-edom, and all that he had."

It seems that David had not prepared a place for the Ark of God until after God had smote Uzzah. As it was then so it is now, if we want God in our homes we must prepare for Him, He will not come if we do not want Him, and when He comes, He will bring joy and gladness as He did to Obed-edom. If God is in our homes we should have family prayer giving thanks to Him always, and praising Him with songs.

I have lived in homes that did not have Him. I have also lived in homes that had Him, and I find joy and gladness where He is in our homes.

I had rather be a janitor in a Christian home, than King of one that knew Him not, for no good can come of a home that has not God.

The sweetest thing on earth is a Christian home. Brothers, what are we doing towards making a Christian home? How are we raising our children? What kind of an example are we setting before our children? If we want them to live right, we should do so ourselves.

There are two great railroads on earth, one, the broad way that leads to death, the other is the straight and narrow way that leads to life. You start on one of these roads from the cradle and you journey along until you change cars at the grave, and then you still go on, on, on. Brothers,

on which of these roads are you working? Do you stand well with your officers? If you love them and do your work well I know they love you, and if you are on the straight and narrow way you will be well paid for your service for God has already given His only Son, that whosoever believes in Him shall be saved, for life is worth more than all of this world's goods. There is not a rich man but what would give all he had to live just a little longer.

The road over which we have to journey may be rough, difficulties may crowd around us to impede our progress, the path may be filled with obstacles that would intimidate a weak spirit, indeed at times it may be a cheerless and dreary way; it may be even that in following it, poverty and want shall beset us, but keep up the spirit, look not at present care which is but for a moment, but rather at the future rest, which shall be everlasting. Turn not to the right hand nor to the left, make no false steps in our career, avoid darkness of error, and let us be true men.

Brothers, if our hearts be stout and our faith bold, we shall make our way to the glorious goal which we are seeking. Our time is indeed too brief to permit of our delaying. Behold! how soon the years are gone; behold! how rapidly we are traveling. The light of life with us is already waning, soon we must terminate our journey, but if faithful to the end of the journey, we shall wear the crown, and the lamb shall lie down with the lion, and a little child lead them.

O. L. MUNDAY.

### Carbondale, Ill.

We now have a fine new Division in the heart of Egypt, and to be loyal to the name we christened our Division Egyptian Division 549. It was organized April 4 by Brother J. C. Turner of Division 304 of Canton, Miss., as deputy, assisted by Brother W. T. Anderson of Division 149 of Jackson, Tenn., and Brothers C. T. Harris and T. J. Wright of Division 112, Centralia, Ill. Our Division was started with sixteen charter members, with several more in sight by transfer and initiation. Egyptian Division is centrally located on the Illinois Central, St. Louis division, and we therefore have promise of good attendance at our meetings as we grow. All credit for our being on the roll of honor as 549 is due to our worthy brother, J. E. Youngblood, who in turn was elected chief conductor and also delegate to Boston.

Our Division is composed of new material except four by transfers so we are on our baby legs but feel satisfied we can stand alone and grow to be as hearty a Division as any with our good experienced officers to guide us. We meet second Sundays at

9:30 a. m. and fourth Sundays at 7:30 p. m. in Masonic Hall, and extend a cordial welcome to all our brothers.

Business is very slack with us at present, a great many of the boys back brak-ing, due to the depression in the coal fields.

L. B. BECKWITH.

### Birmingham, Ala.

I have sent to Brother Maxwell an amendment to add to the qualifications of membership, that every person admitted after January 1st, 1910, be a legal voter in the state, territory or province of which he is a citizen. So you can understand this subject, I wish to say that here in the South a law was passed which was intended to disfranchise the negro but it has also disfranchised lots of our members.

The law requires that every person of age must pay a poll tax of \$1.50 for each year they have been in the state, of age, and in addition must register in February to be able to vote in August, so, consequently a great many of our members fail to do this, and then when the election time comes they can't vote. On this account as much as anything else, the present governor and legislature, who are a lot of demagogues, were easily elected while we could only stand by and see laws put on the statute books which were adverse to the railroads, and which are at present retarding progress generally here. We have no legislative committee because we can't muster enough votes to attract the attention of the politicians.

I hope you can help us out to get this before the Grand Division, and help us get relief in the matter. You understand that the fellow that permits himself to be disfranchised is the one that don't attend Division meetings, just to leave all such matters to the regulars who they know will be there, etc.

Jno. R. T. RIVES.

### Haileyville, Okla.

Have you solved the problem as to how you are going to make a living for yourself and family, after you have had the misfortune to loose your job, or a part of your hand or foot?

The train master says he has all the conductors he needs today and the examining physician turns you down on account of your physical disability, you have traveled from Maine to Mexico and from the Atlantic to the Pacific, but you get the same answer. Now then, you have spent the few dollars you left home with and your family have spent the few dollars you left with them, and by this time are looking for you to send them a few dollars. They perhaps have put the grocer and the landlord off with the promise that they will pay when you send them some money. They think

no doubt that you have got a job by this time, but such is not the case.

Now then brothers, we are growing old and will soon have to give up living a life at the rate of forty or fifty miles per hour, if perchance we should live that long. Would it not be doing that brother justice who has had the misfortune to lose a part of his hand or foot to let him have his insurance? The railroad management says he is disabled from train service as a conductor; the constitution says he is not. How is he going to run on trains he can not get? On the other hand if he has his insurance this would enable him to start in some small business for himself and enable him to make a living for himself and family, but on the other hand if he has to pay assessments and dues until he dies a natural death to get his insurance there will be a great many of us that will have been suspended for many years for non-payment of dues and assessments perhaps, and in the end pass out a pauper and leave behind a destitute family.

A great many of us have deprived ourselves and family of the necessities of life in order that we may pay our dues and assessments. Now then for those brothers who become old and infirm and have given the best of their lives to the railway companies and have fought for the cause of the O. R. C. that we would get an increase in pay or have our grievance adjusted, I would suggest a pension to be given instead of a flag at the crossing by force. No brother would object to paying a few cents monthly toward a pension fund for he knows that his time will soon come, although he is young and in good health now. He knows not what tomorrow will bring.

G. W. KERNELL.

### Trinidad, Col.

"Is the railroad conductor it?" The railroad conductor gets more than his share of attention from the train dispatcher, train master, assistant superintendent and superintendent, and last but not forgotten, the busy clerk. All will agree with me that Mr. Conductor is the bone of contention in thirteen out of fifteen cases. As an illustration, will point out a few matters to back up my contentions. A conductor's position is something like that of an admiral in foreign waters. He must be thoroughly conversant on all rules and regulations, double geared in action, a quick thinker, keep in mind the many thousands of bulletins that shield the petty official and is expected to answer by wire a full explanation as to "Why, if so," and "If not why not," and on return to his terminal report to Mr. Know-it-all's office for investigation without knowing the nature of the charges he is to face.

In support of my allegations along these

lines: "Account of heavy tonnage"; "bad rail"; "no sand"; "bum meeting point causing crew to be tied up between terminals account federal law." Who gets the blame? The conductor. In handling empty cars over division, on reaching the next terminal one empty car is found to contain "forty tons" of coal for parts unknown, the captain depending on the ever trusty rear brakeman to look in all cars and close all doors, who's at fault for handling this car without the necessary way bill? Why consult the brownie ledger on the "Dr." side? The two gentlemen of the "twin brotherhoods" on the "big hog" that hauls 4,000 tons over the sandy districts conclude that it will be acting wisely to take a little water at "No Aqua." The man of skill with that "dispenser of Westinghouse" in his trusty right, and reverse lever at his command sees the water crane gliding gently by him, acts promptly and, in the vernacular of the boomer, "big holes" her, resulting in throwing the ever wakeful "brakey" out of his peaceful slumbers, causing him to telescope the coal box and tear down the green fusee rack. Who is called to account for this sudden action? The conductor. Why? Because the engineer detected a "dynamiter" on the train, conductor failing to note this sudden change in the temperature. When Mr. Train Master goes out on a general tour of inspection he thoughtlessly gets off train at Bungow where all trains "high ball" except the package and shunter train. Five sections of No. 23 came whizzing through this quiet hamlet the regulation five minutes apart. The T. M. unintentionally notes that the hurricane decks of this "fleet" are cleared for action, not even the gunner's mate to be seen on top of this swift moving armada. Who got stuck for this infraction of Rule 40? Methinks the answer will be "Ten demerit marks for not seeing it that your brakemen were riding on top of train going through stations." I might quote you a few more hundred things that go to make the conductors grow gray.

Trinidad and her people were treated to a new twentieth century stunt March 2nd, that of seeing a "marker" in the shape of a large stone, properly inscribed, set up in Kit Carson Park with dedication ceremonies conducted by the Daughters of the American Revolution. This marker is to commemorate the old Santa Fe trail and was unveiled by the oldest living daughter of that famous old scout, Kit Carson, who passed over the great divide some forty years ago. Many faces were noticeable amongst the throng who came west from "Old Missouri" in that old mode of traveling—the old rickety wagon drawn by oxen. We have some few old conductors now gliding along over these prairies at the forty-five mile clip, who pulled the bell cord

over that "gee and haw route," but they are getting very scarce.

And now in conclusion I will say we conductors in the great state of Colorado where there is gold, silver, copper, coal, spuds, cantaloupes, apples, peaches, politics and people from the jungles of Africa to the wilds of "No Man's Land," do hereby herald the glad tidings that the O. R. C. emblem is worn on the coat lapels of conductors running on the "highest steam railroad in the world" as well as the narrowest, and further the old timers who outlived the dope that is now being dished out in the shape of discipline can find no better skies under which to spend two or three of those torrid zone months than can be found in the land of cactus, horned toads and columbines, the most beautiful flower of them all. The Order of Railway Conductors in Colorado is still imbued with the same old spirit of justice, charity and perpetual friendship.

CACTUS BILL.

### Salt Lake City, Utah.

Division 395 is moving along nicely, taking in a few new members, and doing all the good we can to all the members we can.

We fully realize that the Grand Division will soon convene again for the transaction of such business as may come before it, and there are many important things that should come up at this session.

I agree with "122" in the February CONDUCTOR. There should be the devisement of some means to avoid so many accidents on the roads, that result in such terrible loss of life to trainmen and the public. He is certainly right when he says "that the Order of Railway Conductors should go on record as doing what it can in its organized capacity to bring about a higher degree of perfection among its own members, in the matter of the protection of the lives of the public."

Safety should always be first—and I believe that should the Grand Division spend a few minutes deliberating on this subject, that the organization in general will be greatly benefited.

Judging from what I have read in the CONDUCTOR for the last three months, the 500 unruly delegates, who have been carefully selected, from among many, will be men of high ideals and extraordinary thinking qualifications. They will be men who are actively engaged in railroading, from a practical standpoint, and not men who are earning their living from private business enterprises.

Brother Evans of Ft. Wayne, Ind., in the February CONDUCTOR, says: "We want and need a home for the old conductors." I agree with him—but want to see that home one of his own, supported by a pension. I would very much like to see this brought

about along the lines suggested by Brother Simpson of 261 in the March CONDUCTOR. While I think his plan could be strengthened a little, it is a good one. Should each able-bodied conductor pay five dollars per year for five years, we would then have a fund large enough to begin paying each old conductor who would have arrived at the age of 55 years a pension of fifty dollars per month. As further evidence of the practicability of this proposition, I would invite your attention to the plan submitted by Brother C. W. Everts of Cleveland, Ohio, in the March CONDUCTOR. When a man is paying for something in his young days that he knows will benefit him when he arrives at an age when he is unable to work, you can rest assured that he is going to be more than willing to contribute each month to that cause.

It is quite probable that this matter will come up before the 500 unruly, who have by the way done so much for the Order of Railway Conductors in the past, who have made it the greatest of all labor organizations—who brought out and developed the master minds of Brothers Clark and Garretson, placing them in positions commanding the respect and admiration of the nation. Then some are willing they should be reduced to 100, a cheap John proposition. I have got the first cheap article to see, that was worthy of the time spent in deliberating over it. Give us the same apportionment of delegates that have done so much for the Order. We have seen enough of the "big stick rule." When I look over the long list of delegates, I know and know of enough of those men to believe that they can and will handle themselves in a business like manner. Without an army what would Washington, Lee, Grant and our other great generals have been? They would have been unknown, and the good accomplished by them would have been lost. It is the same with the Order of Railway Conductors. We need an army to make our generals great. A railroad man enters the battle when he undertakes to do his first job of that class of work, and from that day on he is actually under fire. All that is necessary is to elect delegates that are actively engaged in the service, and not men who are engaged in other business. I for one am opposed to district representation, and don't think it practicable.

Brother Tierney's letter in the March issue affords us much pleasure. Brother Tierney has the faculty of saying more in fewer words than anyone the writer knows, with apologies to Brother Reilly, of course.

Would also like to see the helping hand extended to Brother Ross and his Protective Association.

For the benefit of the visiting Brothers and our own members here at home who do

not attend meetings, Time Card No. 10 is out, giving you day and date on which the meetings are held. The Division meets each 2d and 4th Sunday at 2:00 p. m., K. of P. hall, 261 South Main St.

Some of us often look at our conditions as being worse than they really are; if we would deliberate a little more some times, we would find that we are better off than we think we are. Too many complain when they lend no assistance whatever. The man who views the situation from an intelligent standpoint and assists his brothers by attending meetings, is the man that aids materially in getting concessions and maintaining them. There are a number of brothers who do not attend meetings when in the city on meeting days and have a big kick to register at the least provocation about the way things are going, and no matter what kind of a grievance they have will not put it in writing and send it into the Division to be turned over to the local committee for adjustment. The same brothers would kick if they were allowed to stay at home and have a month's pay forwarded to them. Now, brothers, the caboose and street corner is no place to handle business that should go before the Division. Come up to the Division room and say what you have to say instead of peddling it to operators, engineers, firemen and others along the road.

My best wishes for peace and harmony to the delegates to the Grand Division. May their acts make them famous, and their names be seen on the roll of honor as well as the payrolls. "TRAPPED."

### Los Angeles, Cal.

Through the columns of the CONDUCTOR I would like to thank the Conductors Protective Association for the prompt and timely payment of my claim. I received a check today from the Conductors Protective Association which certainly came at a much needed time, and I think every conductor ought to have the protection of this benefit claim. C. W. MORTON.

### Hodgenville, Ky.

After a service of thirty-one years (less three months and three days) I was dismissed by the Illinois Central on November 25, 1908. On January 27, 1909, I forwarded my policy in the Railway Conductors' Protective Association to Brother Ross. On February 15 I received check from him for face of policy. It is certainly a grand association, and I hope every Brother who is not a member will avail himself of the first opportunity of becoming one.

E. B. LUDWICK.

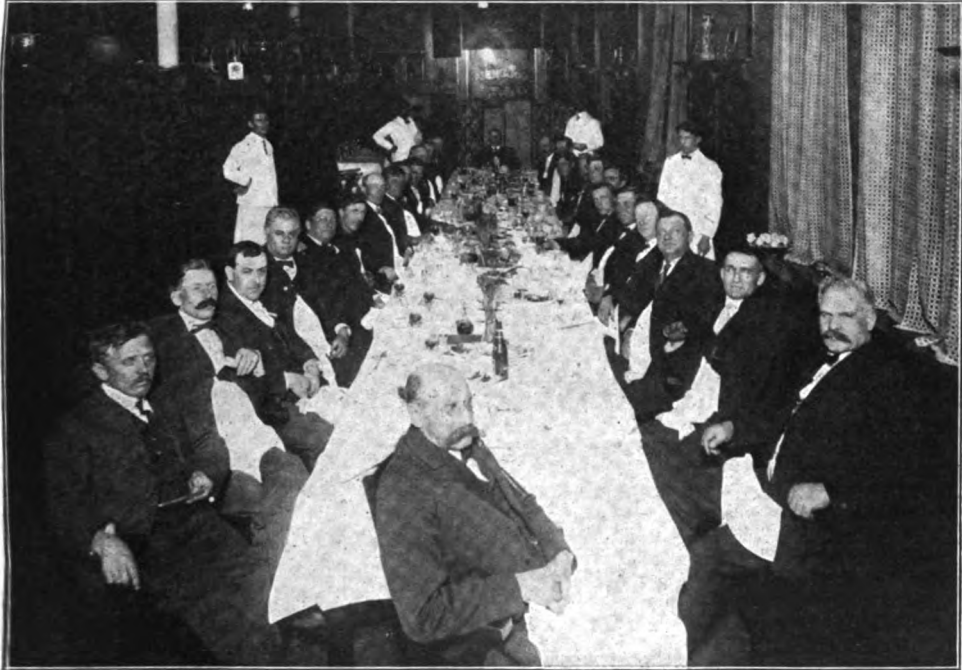
**Grand Forks, N. D.**

Division 178 held a banquet March 21 in honor of Brother Thos. Stahl, who is our oldest member. Herewith is a photo taken while the banquet was in progress. To say we had a most enjoyable time is putting it mildly. These banquets are a regular annual thing with Division 178 and are given in honor of some one of our old and prominent members. The dinner was certainly grand, and the service could not have been better.

WILLIS HILL.

I go in and out and along with the O. R. C. man, go with him to the pay car and count dollars with him; I get whatever I stand for on the road; my rights are never questioned and I have no dues to pay."

You know, Mr. Conductor (sorry we can't say brother), that every hive has its drones. When a boy I used to sit by the bee hive and see those little fellows work. I thought all of them were of one kind, but soon I found that there were two of a kind. I made inquiry of my father why it was



DIVISION 178 ENJOYING THEMSELVES

Willis Hill  
F. C. Mullen  
T. J. Evans  
H. S. McLogan  
S. H. Withey  
Jas. Connelly  
Jas. W. Welch  
J. A. Fisk  
Owen Grubbes  
J. J. McManus  
J. A. Anderson  
J. A. Wright

Thos. Stahl

Oscar Knudson  
Host

W. H. McGraw, C. C.  
Frank Carnothan  
W. H. Schuyler  
W. C. De Mers  
J. E. Royer  
E. Angulsh  
J. L. Dunn  
C. P. Land  
H. Knights  
R. T. Cady  
R. E. Turner

**Clifton Forge, Va.**

We still have a few drones in our ranks. A conductor who was eligible to the O. R. C. was asked by a brother why he did not join the O. R. C. His answer was, "What is the use of being an O. R. C. man? Has the O. R. C. ever been of any service to the men? There is nothing that I can see that it has done for the men, for

that some of the bees were so much larger than the others. He said they were drones; they do nothing to build the comb or to make the honey; they only live and exist on that which the other bees have worked for and stored away in the gum. He told me to watch and I would sometimes see the little fellows coming out with one of these drones. So one day, while watching, I saw

there was trouble among the little workers, and soon I saw two or three coming out with a great big drone; they took him to the edge of the board and in a few minutes they had his wings chopped off and rolled him off the stand. Don't worry, Mr. Conductor, about your rights or what the O. R. C. has not done. Some day the little workers may get enough of your intrusion and drag you to the edge of the platform, chop your wings off and roll you overboard; the line is being drawn, and you will do well to learn what the O. R. C. will do for the men.

Way back in the 80's when such a thing as the O. R. C. was not much known, you would have no trouble getting a job on the railroad; you would only have to wait until the trains came in and some lifeless form you would see; the next morning you could fill his place if you were anxious for a job; you would see the caller looking for his man among the saloons and lowest of the dives, sometimes upon the lumber pile or laying by the wayside. After lifting him up and holding him there until he could pump reason enough in him to make him understand that he wanted him to go, you would see him stagger off to take his place as conductor of his train. Years ago there were a few, just a handful, of true, noble railroad men who looked out upon the scene and saw the condition of the men, and believing that their condition could be bettered and their lives made more noble, came together and organized for the benefit of the men, to train them to higher lives, to make them better husbands and better fathers, and fit them for better service to their employers. They organized and began their work; it was not long before conditions were improved, wages were increased, and by and by the little child (O. R. C.) grew and became strong, reaching out its arms of protection from the Atlantic to the Pacific, from the borders of Canada to the Gulf of Mexico; the old link and pin coupler soon disappeared, and sliding over the tops of trains in the snow and ice as the only means of holding your train soon became a thing of the past; the rights of the conductor were recognized and he was no longer discharged without a fair trial of his charges. Today, it has been repeated more than once by the officials of our roads throughout the country that they would rather have an O. R. C. man to run their trains than to have the drone. You will find our men represented in our legislatures, you will find them holding important government positions. Today you may look out on these men and you will find them clothed in their right mind, and gathered together with their loved ones in yonder cottages on the hill-side, happy and content; they spend their time with their companions and little ones, instead of the saloon

and other places of vice; they know how to take care of their jobs; they know how to treat their families. Has the O. R. C. done anything for the men? Look over the conditions of years ago and take a look at them today. We feel as if we should take off our hat and bow to these noble men, for they laid a good foundation and it has stood the storms of many winters.

Brothers, we can't help but once more call upon our Grand Division in the city of Boston to give ear to your cry and provide a few dollars for you and let you remain in that little cottage upon the hillside.

Division 184 was honored a few days ago with a visit from Brother W. M. Clark, third vice-president of our Order. Brother Clark gave the brothers a good talk, and I wish to assure our brother that his visit was greatly appreciated. There are only a few of the boys, but you will always find them at the door ready to receive any visiting brother, especially our grand officials.

H. A. CALLAHAN.

### Two Harbors, Minn.

I presume the readers of the CONDUCTOR think M. Clancy Division 360 is snowed under, but that is not the case. We are situated on a summer road, and with few exceptions migrate to a warmer clime, but as the spring advances our members are returning from their various winter homes and positions.

Business on the D. & I. R. for the season, now about to be opened, does not look as prosperous as it might. But now that the famous tonnage tax has been vetoed by the governor, things in the ore line will pick up.

One of our brothers, Brother F. W. Hiller, has purchased the "Star Theater" at Two Harbors, and as he is giving fine exhibitions in the moving picture line, Division 360 wishes him the greatest of success in his new venture.

The writer predicts a very good hunting season for large game, such as deer, moose and bear. While out in my touring car recently, making a run from Two Harbors to Beaver Bay, a distance of thirty-seven miles north of Two Harbors, I had the pleasure of seeing quite a number of the above named animals, but the honk, honk of my machine scared them off the public highway, so I passed unmolested. Any of the brothers contemplating a hunting trip will miss it if they do not make the northern part of Minnesota a visit.

The D. & I. R. has purchased 800 new pattern steel ore cars, which are a great improvement over the old style cars as far as the dumping facilities are concerned.

Brother James Burwick, the well-known railroad evangelist, has returned to Two Harbors to resume his run on the D. & I. R. out of Two Harbors.

Division 360 is proud of the Ladies Aux-

iliary at Two Harbors. They don't "banquet" us as often as some of the brothers would like, but nevertheless they are an honor to any Division. Sisters, don't forget us in the future as you have in the past.

A number of our members have made trips to the western Canada farming region and many have secured farms.

JOURNAL AGENT.

### "A Dream of Brother."

Has it ever occurred to you, brother  
There's a word that we oft misapply?  
If means a great deal to some people,  
But should we all use it, and why?  
We hear it in lodge rooms and churches,  
But do we e'er stop to think,  
That "brother" in plain spoken English  
Means something far more than print.

As we tread this world together,  
Be it at home or on the train,  
If the sun is always shining,  
Or be it snow, or wind or rain,  
Let us join our hands together,  
Forget self and then we'll know  
Life below has something to it  
And we reap just what we sow.

We are taught this in our Order  
And in lodge we "brother" say,  
Does it carry any meaning?  
Do we live it every day?  
If we're selfish with each other  
We expect just what we give,  
And this life has something better,  
Let us see it while we live.

Let us help those who in trouble  
Have to ask us for our aid,  
Probably guilty, probably blameless,  
They for it before have paid.  
Call him brother, mean it, say so,  
Though his loss for you means gain,  
Those on top today, tomorrow  
May be on the downward train.

Does the lodge room name of brother  
Carry with it any weight?  
Does it take root deep within us?  
Is it "manifest" or "dead" freight?  
Does it help to pass up errors,  
Brother Dick or Tom or Bill?  
Does it help us help each other?  
Does it make life less up hill?

Does the affectionate term of brother  
Emanate from any source?  
Do we use it 'cause it's printed?  
Is it backed by any force?  
Is our brother always brother  
When life's rough as well as smooth?  
Are we joined for any purpose?  
Do our actions wound or soothe?

Let us act while yet we're active,  
Do things wholly, not in part.  
Not because some one may notice,  
Do with feeling from the heart,  
Keep in mind our obligations  
Now the semaphore's in view  
Safely booked in I will leave you  
What I've dreamed of, is it true?

G. W. CHAPMAN.

### Minneapolis, Minn.

I take pleasure in saying that Division 117 is having good meetings which are well attended, and is gaining in membership. The Division is in a good financial condition.

We gave our twenty-fifth annual ball April 14, which was a great success financially and socially, being well attended by members of Divisions 40 and 453, with a general turn-out of our own Division.

Brothers, now that the weather is getting better, do not let this interfere with your attending the meetings, for you will surely miss much, as there is lots of interest, and our good chief, Brother Langan, keeps those present well pleased with the meetings.

Any brother who might be in Minneapolis on the second and fourth Sundays should not forget there is a warm welcome awaiting him at our Division rooms, 243 Nicolet Avenue.

W. W. WADE.

### Wellington, Kans.

When you was a boy, do you remember how proud you were of that elder brother? How you was ever anxious to speak of his good points, to your playmates? Such was my case at least, and Division 277 compares very favorably with that older brother.

We held a special meeting Sunday the 7th, and I had the pleasure of being present, for the first time, having just been transferred.

I have been a member of the Order for the past ten years, and with due respect to the various Divisions, wish to say that I have not enjoyed a meeting for a long time past, as I did last Sunday.

I am proud of No. 277; brothers from all parts of the country have been transferred to it, and with the one exception, myself, its officers and members have made not a single mistake.

Another change in the time card goes into effect March 18th and with it will come most of the California hot stuff, which has heretofore moved via the main line.

Our officials have prepared the division for the extra business, and are in a position to handle it in first class style. And that reminds me that we have a full crew of 41 men to work for, so it will be a

pleasure for every man to do his best when the fast freight starts our way.

I do not think you have had an O. S. on Division 277 for some time. However, brothers, it has been on time and handling a full train at all times.

Every member realizes the importance of his presence. Even our wives and sweethearts insist on excusing us when we are due at a meeting.

So, brothers, if you ever come our way, look us up. Our chief is just fine and dandy, and our secretary can't be beat. They will always have a smile and a good word for you, and the rest of the boys are not so slow.

Our train master has hired about twenty-five big O's in the past sixteen months. Remember he was mentioned as a part of the A1 crew. Possibly he will not hire any more for some time, as I understand he wishes to take care of the main line brothers, who will be put out of commission when the main line business leaves them and comes this route.

Now if my old college chums of Division 285 or 414 see this and recognize the undersigned please don't laugh, or feel sorry for me.

I am really contented down here where the sunflowers bloom the year around, and I only have about sixty to check. Don't care to run a limited anyway. Ha! Ha!

MUCH JOY.

### Goodland, Kansas.

Please allow me space in the CONDUCTOR to thank Brother W. J. Ross for the prompt payment of my policy for \$500 in the Conductors' Protective Association.

E. H. YOUNG.

### Teague, Texas.

As this will be the only opportunity to get in a word before the next Grand Division meeting in Boston, I am extremely anxious to get in a word in favor of creating more grand officers; the increased responsibilities, railway mileage and membership demand that we have a greater working force in the field. I therefore recommend that the inside and outside sentinels be placed upon a sufficient salary to allow them to devote their entire time to visiting divisions and giving assistance to the various general committees in the adjustment of grievances, under the direction of the president.

This division feels greatly aggrieved for not having received prompt assistance from the grand officers. In fact we have almost gone broke paying assessments, some of which could have been avoided had we received prompt assistance. But we can not censure the grand office for in response to our many appeals for help came these

words: "We will get an officer to you as early as it is possible for us to do so." Others who claimed the attention of grand officers had troubles to be adjusted and whose priority rights took precedence over us. I think I am safe in stating that Division 507 favors the creating of two more grand officers, judging from the fact that at the last regular meeting they came very near endorsing a resolution from Division 186 asking for our co-operation in creating one or more new grand officers, setting forth the necessity for this increase — the increased membership, railroad mileage and the responsibilities devolving upon us in seeing that more favorable legislation to railroad interests were enacted in the future.

### THE STRAW THAT BROKE THE CAMEL'S BACK.

One brother rose to state that as he understood our constitution it was non-political and none of its members belonged to the American Railway Employees Protective Association. We are laborers selling our labor and not our citizenship, nor are we expecting to be elevated to higher official positions only through the merits brought to us by the labor of our hands, yet history tells us that only a few years ago the labor organization practically lost two good members who were taken from us and placed in official ranks. We are not going to charge their promotion to the influence of politics for the Good Book says, "God loves a shining mark." But I am a little "leary" as to whether the general manager had the biblical expression in mind when he made the appointments, and the fact which gives rise to this question of doubt is this: Not a great while after these brothers had taken a very active part in politics, (namely, the opposition to the reduction in freight rates on cotton to Galveston, which the producers and shippers were making a fight for before the railroad commission of the state of Texas) the one who made the presentation speech before the commission received the appointment of trainmaster, and when he was advanced to superintendent the one who circulated the petition for the signers followed in his footsteps.

I don't censure the official, though he did rob us of two good men. They want good men, and I believe that the sooner they observe and recognize the practical merits of the conductors better results and larger dividends will the stockholders receive for their investments, and such a howl against drastic legislation that has been going up from the throats of railroad officials will be unnecessary, also the organization of the American Railroad Employees and Investors' Association. The officials seem to have lost sight of the fact that some of them rose from humble ranks. They have also forgotten the teachings of the Golden Rule. While they are vociferous in their denun-

ciation of the drastic laws that are being enacted by the state legislatures they never seem to think they are continually enacting laws more stringent upon their employes. (This is not casting bread upon the water.) I wish I was able to state the number of old railroad employes who are now engaged in other business and the number barred from railroad service. I am sure the number would be very large.

Now, Mr. Official, if you disregard the Golden Rule and trample it under your feet, what can you expect in return? There is many a bright mind in your employ which only waits development and when you kick them out of your service they are compelled to enter other fields which may offer opportunity for development of their talents. All over this land and country we find ex-railroad employes engaged in almost all kinds of business, even preaching the gospel, propounding the laws of our country before high courts of equity, making laws to govern the people, and when I reach the legislative halls of our state capitol, judging the future by the past, I will make some laws to govern oppressive corporations. While I am not building any sanguineous hope upon reaching this coveted honor, yet I do speak with enthusiasm when I affirm that we have competent material in Division 507 to sit in the legislative halls of Texas, and he will be there some day and the corporation who resorted to the black list medium as a revenge, and ran him out of the United States, will not be forgotten when it comes his turn to dole them out a package.

Now to my good brothers who reside in that good old state that the red man claimed many years before any of us first saw the light of day, let me advise with the younger membership to keep out of politics; run your train and let the officials manage their business. They have high priced attorneys to handle the political end, and in fact, there are too many politicians

and not enough practicality at the helm. This old talk about not being able to pay the present salaries if they don't receive immediate relief from oppressive legislation is all rot. That is what they say when they asked us to sign the petition staying the hand of the railroad commission in the reduction of rates on cotton, which has proved as untrue as W. J. Bryan's predictions of 1896, etc.

None of us out here are employed for any stated period. The company reserves the right to even release us at any moment and put the necessary fixing on us to seal our future destiny, if they feel so disposed, and if our dismissal is not to their liking, usually do so, notwithstanding that we have black list laws. Today we are working for the railroad and if we are loyal we should give them value received in labor and not in making laws that will serve a hardship on us in after years, for tomorrow we may be raising and shipping cotton and want a cheap freight rate; we may be selling merchantable goods and want cheap freight rates on same in order to put more profit in our pockets; we may want to go to market and see just what we are buying and have an opportunity to go from one wholesale house to another and cut prices, and a "two cent passenger rate" would be money in our pockets. Now if you can find a railroad that will guarantee a life-time job that would alter the case.

Just a word to the delegates: Consider well the district representation and the permanent headquarters. Two delegates from each state and territory, Canada and Mexico will give sufficient representation. We are strong now and do not need any more of these expensive pleasure-seeking trips, but should get down to business and study economy along with the other interests of the Order and enact such laws for its future guidance as will reap the best results.  
J. R. SCATES.

### Is it Worth While?

Is it worth while that we jostle a brother,  
Bearing his load on the rough road of life?  
Is it worth while that we jeer at each other,  
In blackness of heart that we war to the knife?  
God pity us in our pitiful strife.

God pity us all as we jostle each other;  
God pardon us all for the triumphs we feel  
When a fellow goes down 'neath his load on the  
heather,  
Pierced to the heart. Words are keener than  
steel,  
And mightier for woe than for weal.

Were it not well in this brief little journey  
On over the isthmus, down into the tide,

We give him a fish instead of a serpent,  
Ere folding the hands to be and abide  
Forever and aye in dust at his side?

Look at the roses saluting each other;  
Look at the herds all at peace on the plain—  
Man, and man only, makes war on his brother,  
And laughs in his heart at his peril and pain;  
Shamed by the beasts that go down on the plain.

Is it worth while that we battle to humble  
Such poor fellows down into the dust?  
God pity us all; Time oft soon tumble  
All of us together, like leaves in a gust,  
Humbled, indeed, down into the dust.

—Joaquin Miller.

# Legal

## Legal Decisions of Interest to Railroad Men.

Prepared for THE RAILWAY CONDUCTOR by COLIN P. CAMPBELL, Grand Rapids, Mich.

### *Liability of Railroad Company for Delay in Carrying Bodies—Mental Suffering of Mother—Damages.*

Plaintiff's son was instantly killed; she made a contract with the railroad company defendant for the shipment of the body to another state for the purpose of interment; the arrangement required the delivery of the body within five days; the railroad company failed to carry out its contract and other arrangements were made; she sued for mental pain and anguish on account of the delay and recovered a verdict of \$1500; questions arose upon objections of the evidence.

Upon the trial the plaintiff was permitted, over objection of defendant, to testify "that her heart was affected; that she sometimes had spells, and that sometimes her heart hardly beat at all at this time; that she could not sleep a bit, and that sometimes her heart seemed to be turning over, and felt like it would burst out of her." The objections made to this testimony were that there was no allegation in plaintiff's pleadings that her heart was affected, or that such organ was in any way disarranged. These objections were overruled, and the testimony was admitted. The petition alleged that as the result of the breach of the contract plaintiff was caused "great suffering and loss of appetite for food and the power to sleep and to rest," in consequence of which she "lost her memory and appetite for food and the power to sleep and to rest, causing her to be sick and lose her health." It is held in this state that a general allegation of damages will let in evidence of such damages as naturally and necessarily result from the wrongs charged; but, to admit proof of damages which do not necessarily result from the injury alleged, the petition must set up the particular effects claimed to have followed the injury. There being no allegation in the petition of an injury to appellee's heart, or that that organ was in any way affected as a result of the appellant's failure to carry out the contract, and it appearing that the injuries

to her heart do not naturally and necessarily result from the injuries alleged, it was error to admit this testimony.

Upon the trial plaintiff testified that her son was very affectionate and kind, and that her feelings toward her son were very affectionate; that he was her oldest son, and he seemed almost nearer and dearer to her than the rest of her children. This testimony was objected to because there was no allegation in plaintiff's petition setting up any particular affections or close ties of relationship existing between the said parties, nor is there any allegation that such special or close ties of relationship and tenderness were communicated to the defendant or its agent, C. C. Conger, with whom the contract is alleged to have been made. The material facts alleged in the plaintiff's petition are that Joseph Linton was plaintiff's son, his death, her desire and intention that his remains be interred at Keene, her contract with appellant, its breach, and her suffering. The petition having alleged the relation of mother and son between herself and Joseph Linton, in the absence of any evidence on the subject, the jury could act on their own knowledge of the affection naturally existing between mother and son. The admission of evidence going only to show the affection which usually and naturally exists between mother and son would be proper, in the absence of any allegation in the pleadings of the existence of special love and affection. But, where it is sought to show that special love and affection existed, to authorize its admission, the pleading should allege the fact and that the adverse party had notice of the same at the time of entering into the contract. The testimony of plaintiff that Joseph Linton was her oldest son, "and seemed almost nearer and dearer to her than the rest of the children," was improperly admitted, and was error.

During the examination of Miss Julia Linton, the following question was asked: "After your mother ascertained that the

Missouri, Kansas & Texas Railway Company would not ship the remains of your brother from Colfax, under what your mother claims to be the contract she made with Mr. Conger, did you notice the effect it had upon her acts and upon her mind and conduct? If so, state in full what effect, and how it affected, and the manner in which it affected, your mother." To which she answered "that her mother had a spell of heart trouble, and couldn't sleep at all at night; she was very bad off, and it seemed to her that she would sink; that she wouldn't eat anything, and couldn't eat anything, that was fixed for her at all, and that she did not rest at all; and that she did not have any mind at all." This evidence was objected to on the ground that the witness could not know or distinguish between the natural grief of a mother for the loss of her son, for which there could be no recovery at all, and any disappointment which plaintiff might feel from a delay in the shipment of the remains of her son, and for the further reason that the witness could not know or distinguish or say what was the natural grief, and what was the result of disappointment arising from the delay, and for the further reason that such

matters are questions for the jury under all the circumstances to determine, and it is incompetent to prove the kind of anguish sought to be proven by some one else, who could not know from what source the disappointment sprung, or to what the condition of plaintiff's health and the condition of the mind was due, whether from the natural grief arising from the loss of her son or otherwise. The court instructed the jury that the plaintiff was not entitled to recover for her grief and anguish for the loss of her son. We are of the opinion that the question propounded to the witness was subject to criticism in asking her if she noticed the effect the failure to ship the remains of her brother had upon the acts and upon the mind and conduct of her mother. The witness could testify as to the health of her mother after the appellant breached the contract, and as to her manifestations of present pain and anguish and mental distress, and her declarations tending to show such distress. The questions propounded the witness should have been confined to the elicitation of evidence on these lines.

Missouri, etc. Ry. Co. vs. Linton, 109 S. W. Rep. (Tex.) 942.



# Forum of Train Rules

Edited by Geo. E. Collingwood.

Differences of opinion as to wording and meaning of train rules and orders have always existed. This Department is edited by a practical train dispatcher of wide experience, and a student of the subject. No member should, however, permit any opinion expressed in these columns to influence him to depart from the rules or established customs of the road on which he is employed.

## Notice.

In submitting questions to this department the editor requests that whenever possible the letters of the alphabet be used in their regular order to designate stations as they follow in sequence, as the situation is much more easily understood by our readers than when station names are used.

## Greenfield, Mass.

We are to adopt the revised code of train rules. Will you write Rule 4 in full, and give us the proper interpretation of this rule in detail, as you understand it is to apply in each case.

ROB.

ANSWER—Standard code, Rule 4, as revised, reads: "Each time-table, from the moment it takes effect, supersedes the preceding time-table, and its schedules take effect on any division (or sub-division) at the leaving time at their initial stations on such division (or sub-division). But when a schedule of the preceding time-table corresponds in number, class, day of leaving, direction, and initial and terminal stations with a schedule of the new time-table, a train authorized by the preceding time-table will retain its train orders and assume the schedule of the corresponding number of the new time-table.

"Schedules on each division (or sub-division) date from their initial stations on such division (or sub-division).

"Not more than one schedule of the same number and day shall be in effect on any division (or sub-division)."

The above rule is the best rule for the change of time-tables that we have ever had and there is no difference of opinion among those who make a study of train rules as to its interpretation. The rule is intended to authorize a train running on the old time-table to assume the same schedule of the new time-table when such schedules correspond as to class, number, day of leaving, direction, and initial and terminal stations. When the schedules so correspond, the new schedule is in effect from the point where the train authorized by the old time-table made before the old time-table expired. Opposing trains must be governed accordingly, and if they have met the train of the old

time-table before the new time-table went into effect they are not required to protect against that schedule after the time-table is in effect. Or if a new schedule does not correspond in all the points mentioned with the old schedule of the same number, then such schedule cannot be assumed by the train authorized by the old time-table, and such train loses right and schedule and opposing trains and inferior trains may disregard the schedule of corresponding number on the new time-table.

A train which is due to leave its initial station on the day the new time-table takes effect, before it takes effect, and if the new time-table shows a schedule of the same number due to leave its initial station after the new time-table takes effect, but on the same day, if the schedule corresponds in the particulars named the train can wait and assume the new schedule, but if they do not the train is dead, and in such a case a train of the same number could not be started from its initial station on that date after the new time-table took effect for the reason that one schedule of that number had been in effect and the last paragraph of the rule forbids more than one schedule of the same number and day from being in effect.

The words, "A train authorized by the preceding time-table," mean a train which, under the old time-table schedule, could be on the road when the new time-table takes effect; it is not necessary that the train actually be on the road, all that is required is that the schedule of the old time-table authorizes them to be on the road.

The words "assume the schedule" are intended to give such schedule existence, or in other words to make such schedule good, as well as to authorize the train to assume it.

The last paragraph of the rule is not intended to operate when schedules correspond as per the provisions as outlined in the first paragraph of the rule.

"Day of leaving" means the date of the schedule.

A train which leaves its initial station on the 18th under the old time-table cannot assume a schedule of the new time-table unless such schedule is due to leave its initial station on the new time-table on the 18th.

The editor of this department believes that the rule should be so worded as to say exactly what it means. That is, instead of the rule saying, "assume the schedule," it

should say, "assume the schedule which will thereby become effective at once, subject to the provisions of Rule 82." Also, instead of saying that not more than one schedule of the same number and day shall be in effect on any division, it should say, "Not more than one schedule of the same number and day shall be in effect on any portion of a division." If the rule read as suggested the intended meaning would not be changed at all but the procedure would be more clearly stated and much more readily understood, without the liability of creating a wrong impression. For example, the word "assume" should not be used to put a schedule in effect, it is entirely proper to use it to direct a train to assume a schedule which is already in effect, but when used to put a schedule into effect, which would not otherwise be in effect under the rules, it is improper. Likewise stating that only one schedule of the same number and date shall be in effect when it is intended that under circumstances two may be in effect is misleading. It is intended that when schedules correspond the new schedule shall be in effect from the point where the train on the old schedule might be when the new time-table takes effect. In case the old schedule has been fulfilled for that day when the new schedule would not be in effect at all on that day.

#### Warwick, N. Y.

Please give your opinion on the following question in the next issue of THE RAILWAY CONDUCTOR. We use the standard book of rules.

Rule 92-A is discontinued by bulletin. No. 3 is a passenger train, first-class, due to leave A at 8:44 a. m., B at 8:59 a. m. B is a passenger station with only one time shown. What time can No. 3 arrive at B? Where does No. 3's time apply? At the switch where the inferior train enters the siding, or at B? B is not a meeting point for No. 3. Rules 92-A and No. 5.

A. J. DECKER.

ANSWER—Rule 92-A is not a standard code rule and the editor of this department does not know what it is, but as it has been discontinued by bulletin, it cannot affect this case.

Under standard rules No. 3 can arrive at B as soon as they can run there after leaving A on time. That is the leaving time at B does not in any way govern the arriving of No. 3 at that station. The time applies to the switch where an inferior train enters the siding regardless of whether B is a time-table meeting station for No. 3 or not. However, a train which is scheduled to stop at a station for passengers or freight should not leave such station until they are due to leave on account of the liability of leaving passengers or freight that might

arrive at the last minute; the time in such cases being advertised and patrons take it for granted that the time applies at the station.

#### Whitefish, Mont.

Will you please answer the following: We are working under standard rules. West-bound trains have right by direction. Even numbers east, odd numbers west. At E, No. 4, first-class train, receives order No. 10, "No. 4, Eng. 20, meet No. 1, Eng. 25, at A." At D, No. 4 receives order No. 15: "No. 4, Eng. 20, meet first No. 1, Eng. 25, at C instead of A." C is a non-telegraph station. What right has No. 4 over second No. 1, and can No. 4 pass C and go to A for second No. 1? A is ten miles east of C and fifteen miles east of D.

J. C. BAILEY.

ANSWER—After No. 4 meets first No. 1 at C they can go to A for all following sections of No. 1. This, for the reason that order No. 10 mentioned No. 1 by its schedule number alone, and under the rules, when a train is so mentioned all sections are included and all sections must have a copy of the order. Order No. 10 made a meeting point at A for No. 4, and all sections of No. 1; order No. 15 superseded the meeting point with first No. 1 only, and therefore the meeting point at A with following sections holds good.

It is well to remember that when one particular point in a train order is superseded that the balance of the order remains good, as it is not the order itself which is superseded but simply one or more of its provisions, and only such part of the order is superseded as the order which supersedes it refers to.

#### Ludlow, California.

The question arose recently in our office as to the proper manner in entering a train on the train sheet under the following circumstances: An extra freight train is called to leave at 10 p. m., March 25, and for various reasons is delayed until 12:05 a. m., March 26 in leaving the terminal. Is it proper and customary to enter this train on the sheet of the 25th and carry its movements through on the sheet of the 25th, or show the entire movement on the sheet of the 26th? Would also like to have your opinion as to how this would apply to a scheduled train or a time-card train.

F. W. T.

ANSWER—If an extra is called to leave its terminal at 10 p. m., March 25, and is delayed at terminal until after midnight before it leaves, it is customary to enter such extra on the sheet of March 25. In returning time it is considered as an extra of March 25. Of course, if it becomes

necessary to annul an extra it is not annulled as an extra of a certain date, as that would be improper; in such cases the running order is simply annulled.

Under no circumstances should a regular train be entered or shown on a train sheet other than the one which corresponds with the date on which they are due to leave their initial station on a division or subdivision. The reason for this is the same as the reason for showing an extra on the sheet which corresponds with a date on which it is ordered to leave and with the additional reason that in case it is necessary to annul the train the date of the train sheet on which it appears is the date used to annul it by and also the date furnished to other trains. To do otherwise would be confusing and would most likely result in accident through misunderstanding as to what train was referred to.

There are a few roads that put extra trains on the train sheet corresponding with the time they actually leave, but such practice always results in mixing time slips.

### Belle Plaine, Iowa.

Will you please give decision on Form E time order. Order No. 1 in standard book of rules reads as follows:

"No. 16 will run thirty minutes late, A to D."

Our rule reads as follows: "Make the schedule time of the train named between the points mentioned as much later as stated in the order, and any other train receiving the order is required to run with respect to this later time as before required to run with respect to the regular schedule time. The time in the order should be such as can be easily added to the schedule time."

The question has been asked, "Can No. 16 leave D before the thirty minutes is up?" I claim they can not, while some other men claim they can; some claim that the train receiving the order would be required to clear the time of No. 16 at C as stated in the order. I claim that the way the rule is worded No. 16 can not leave D before the thirty minutes is up and that trains would be required to clear the time at D five minutes.

W. D. BARNARD.

ANSWER—No. 16 is at liberty to leave D before they are thirty minutes late on their leaving time at D.

Our correspondent fails to state whether or not there is more than one time given for No. 16 at D, but we will assume that there is only one time at D, and under the rules it would be the leaving time. No. 16 with an order to run thirty minutes late, A to D, should leave A and all intermediate stations between A and D thirty minutes late, and as no arriving time is shown at D, they can arrive at D as much ahead of time as they would be permitted to do when running without an order to run late, that

is, the only difference this order makes is that the figures on the time-table are changed thirty minutes later out of A and between the points specified in the order, and, as there is only one time given at D, which is the leaving time, the order practically expired when the train left C.

When an order of this kind is given, a train between D and E cannot use the time at all, as the order which No. 16 holds does not control their movements beyond D.

### Houston, Texas.

Please answer the following in the CONDUCTOR: Order No. 72 to first No. 133 at D: "First No. 133, Eng. 695, has right over No. 616, Eng. unknown, D to A." At C, order No. 77 is received by first No. 133: "First No. 133, Eng. 695, will meet No. 616, Eng. 28, at B."

We are working under standard rules. No. 616 is a north-bound train, north-bound trains having right on time-card. Which train should take siding at B?

JOHN TARPEY.

ANSWER—Order No. 72 makes first No. 133 superior to No. 616, by right, between A and D. Order No. 77 does not supersede or annul order No. 72, and as a result, at the meeting point at B, No. 616 being inferior to first No. 133, by right, must take the siding.

When a right of track order is issued it simply reverses the rights of trains, the inferior train by time-table becoming superior to the other train between the points named in the order. It must be also remembered that such order remains in effect until fulfilled unless it is annulled or superseded.

### Cheyenne, Wyoming.

Will you please give your interpretation of the following order: Standard code, Form G, Example 3: "Eng. 77 run extra, leaving A on Thursday, February 17, as follows, with right over all trains: Leave A at 11:30 p. m., leave C at 12:25 a. m., leave E at 1:47 a. m.; arrive at F at 2:22 a. m." The question is, how much must No. 1, a first-class train, running ahead of this extra, clear the extra?

R. W. RICH.

ANSWER—In the standard code the time that trains are required to clear an extra train running on the (3) example of Form G is left blank to be filled in by each railroad company as they may see fit. But in case your rules do not state how much they must clear a train under this example, then trains over which the extra is given right would have to be governed by Rule 86, which provides that an inferior train must clear the time of a superior train in the same direction not less than five minutes. This rule would apply to No. 1 in the absence of a special note under the (3) example of Form G, stating otherwise, as No. 1 would be inferior, by right, to the extra.

# Official Changes

J. Munday has been appointed acting superintendent of the Trinity & Brazos Valley with office at Teague, Tex., vice J. J. Flynn resigned.

L. R. Taylor has been appointed superintendent of the Deepwater division of the Virginian Railway with office at Princeton, W. Va., vice O. B. Johnson resigned.

Richard S. Thompson has been appointed superintendent of the Mountain division of the Kansas City, Mexico & Orient, with headquarters at Creel, Mexico, vice Edward Harrison, resigned.

Payson Ripley, trainmaster of the Atchison, Topeka & Santa Fe, has been appointed trainmaster of the Middle division, with office at Newton, Kans., succeeding W. C. Ashcraft, transferred.

C. W. Kouns, general manager of the Western Lines of the Atchison, Topeka & Santa Fe, has been appointed general manager also of the Eastern Railway of New Mexico, with office at Amarillo, Tex.

Wallace H. Gephart, general superintendent of the Central of Pennsylvania, has been elected the president and general manager, succeeding Col. C. M. Clement, president, resigned. The office of general superintendent has been abolished.

The Chicago & Northwestern has announced the following appointments in its operating department: William Walliser has been appointed superintendent of the Minnesota division, with headquarters at Winona, Minn., succeeding E. G. Schevenell, resigned; H. M. Eichholtz is appointed assistant superintendent of the Galena division, in place of Mr. Walliser; M. J. Hanson has been appointed trainmaster at Boone, Ia., to succeed Mr. Eichholtz.

F. C. Fox, general superintendent of the Eastern Grand division of the Atchison, Topeka & Santa Fe, has been appointed general superintendent of the newly created Eastern district of the Eastern Lines, with office at Topeka, Kans. H. W. Sharp, general superintendent of the Western Grand division, has been appointed the general superintendent of the Western district of the Eastern Lines, with office at Newton, Kans. The Eastern district comprises the lines in Illinois, Missouri, Kansas City and the eastern divisions. The Western district comprises the Middle, Southern Kansas and Oklahoma divisions.

H. W. Baldwin has been appointed trainmaster of the Cincinnati division of the Erie, succeeding R. E. Woodruff, promoted.

Elisha Lee has been appointed superintendent of the New York, Philadelphia & Norfolk, with headquarters at Cape Charles, Va.

R. D. Parker has been appointed the general superintendent of the Atchison, Topeka & Santa Fe Western Lines, with office at La Junta, Colo.

William N. Neff has been appointed superintendent of the St. Louis Southwestern of Texas, with office at Mount Pleasant, Tex., succeeding C. J. Larimer, resigned.

D. E. Austin has been appointed trainmaster of the White River division of the St. Louis, Iron Mountain & Southern, with headquarters at Cotter, Ark.

J. B. Starke has been appointed superintendent of the district between Orendain and Tequila, Mexico, of the Cananea, Yaqui River & Pacific, with office at Guadalajara, Mexico.

Robert King has been appointed superintendent of district two, Atlantic division, of the Canadian Pacific, with office at Woodstock, N. B., succeeding D. W. Newcomb, assigned to other duties.

J. B. Flaherty has been appointed superintendent of the Midland Terminal, Colorado Springs and Cripple Creek district, and the Florence & Cripple Creek railways, with offices at Cripple Creek, Colo.

C. H. Gaunt, assistant general manager and superintendent of telegraph of the Atchison, Topeka & Santa Fe, has been appointed the assistant general manager of both the Eastern Lines and Western Lines, with office at Topeka, Kans., and will perform such duties as may be assigned to him.

C. W. Bradshaw, superintendent of the Atlantic division of the Louisville & Nashville, with office at Etowah, Tenn., has been transferred as superintendent to the Louisville, Cincinnati & Lexington division, with office at Louisville, Ky., succeeding C. A. Davies, deceased. A. B. Bayless, assistant superintendent of the Atlantic division, succeeds Mr. Bradshaw, with office at Etowah, and the position of assistant superintendent of the Atlantic division has been abolished.

# Mentions

Remittance slips bearing changes of address for the M. B. D. will not apply to address for **THE RAILWAY CONDUCTOR** unless so specified by letter accompanying. *Always give your Division Number when writing to THE RAILWAY CONDUCTOR.*

Brother J. L. Greenman, 417 Anderson street, Danville, Ill., is very desirous of obtaining the present address of W. B. Scarlette—last heard of him was in Louisiana.

Glad to note the appointment of Brother R. S. Thompson of Division 436 as superintendent of the Mountain division of the Kansas City, Mexico & Orient Ry., with headquarters at Creel, Mex. Brother Thompson has our best wishes for his success.

Information has reached us of the appointment of Brother George W. Huntley of Division 26 to the position of collector of customs at Toledo, Ohio. We congratulate Brother Huntley upon his preferment, and feel sure that his multitude of friends will join us in wishing him all manner of success in his new work.

"When Wildwood Was in Flower", by G. Smith Stanton, author of "Where the Sportsman Loves to Linger", commences with a well told tale of frontier life in the '60s. The author takes a turn at the beef trust, and also gives an interesting description of some hunting and canoeing trips which make the reader want to go and do likewise. Published by J. S. Ogilvie Publishing Co., New York.

**The Executive Committee, for the guidance of all matters pertaining to the business of the 32nd Grand Division, Order of Railway Conductors, to be held in Boston, Mass., beginning Tuesday, May 11th, 1909, has been duly elected by the membership in Boston. Information of any kind relative to said meeting, over which this committee has charge, should be addressed direct to**

**C. W. Merrill, Chairman,  
Room 223,  
South Terminal,  
Boston, Mass**

Brothers—When writing to the **CONDUCTOR**, or, in fact, to any department, be sure to give your **DIVISION NUMBER** and **STATE**. You have no idea what an amount of work it will save us, and it is such a little thing for you to do.—Ed.

We are glad to acknowledge the receipt of an invitation to a dance given by Division 72 at Jamestown, N. D., April 23. We feel sure that those in attendance had a most enjoyable time.

Information as to the present whereabouts of J. J. Mullady, formerly in the employ of railroads in Texas and Southern California is desired by Brother L. A. Foote, Sanborn, Iowa.

Chas. M. Bryant, an old time conductor of the Denison division of the Katy, and recently Trainmaster of the Dallas division, has been appointed superintendent of the South Texas division with headquarters at Smithville. Mr. Bryant was a coolheaded, capable trainman, of good judgment and sound moral character, and was respected by the men he worked with. He was chairman of the O. R. C. board of adjustment for several years. That his worth has been recognized by the company is proven by his appointment to the position he now holds. He is deservedly popular with the employes and will have their hearty support in making his administration a success.—*Texas Railway Journal.*

The following Division cards have been reported lost or stolen. If presented, please take up and forward to this office:

CARD NO.	WRITTEN FOR	DIV. NO.
16621.....	H. B. Darling.....	1
158.....	N. S. White.....	1
248.....	J. W. Stevens.....	1
11500.....	R. J. Taylor.....	19
2755.....	G. R. DePoyster.....	59
19240.....	J. S. Lysaght.....	66
8881.....	H. C. Jones.....	112
17927.....	E. J. Steger.....	135
10327.....	W. B. Akins.....	159
526.....	T. F. Hull.....	244
14769.....	H. D. Joyce.....	275
16802.....	J. B. Mooney.....	284
9915.....	C. A. O'Brien.....	300
6078.....	B. W. Price.....	302
18202.....	W. F. Wood.....	353
5905.....	L. D. Cole.....	428
10687.....	S. S. Gillespie.....	436
7578.....	G. W. Waring.....	476

### Forbid Intoxicants on Railroad Trains

The Iowa state legislature has adopted a law prohibiting intoxicants on railroad trains. Trainmen are given authority to eject offenders, and to call on local officers to arrest violators of the law.

The Arkansas state senate has adopted a bill placing a heavy penalty for drinking intoxicants on trains or on station platforms.

### Profanity

Any one who travels and who has occasion to stop at hotels or be much upon the streets, will hardly have failed to notice the prevalence of the swearing habit. He will be appalled by what he hears if he is free from the habit himself. Not only is the letter of the third commandment broken with a flagrant disregard for all proprieties and religious sentiments, but every possible lingual concoction that is blasphemous and obscene may be found blatantly in vogue. Much of the profanity seems so utterly inane and devoid of the last vestige of excuse that we have wondered how any mind not absolutely vacuous could become a prey to the habit. Why should a man, talking of the most trivial matters in a perfectly unemotional manner, interlard his conversation with every possible title of Deity, and characterize his companions or the subjects of his remarks by the vilest and vicious titles that the language provides? Such a habit persisted in cannot but be brutalizing in the extreme, depriving both speaker and hearer of the finer feelings and of a sense of those decencies that make life endurable. He is but a sorry victim of his own delusion who thinks a vocabulary of inconsequential profanity a possession to boast of, or a recommendation to any but fools.—*Railway Carmen's Journal*.

### A Pack of Cards

A private soldier of the name of Richard Lee was taken before the magistrate of Glasgow for playing cards during divine service. The account of it is thus given in an English journal:

A sergeant commanded the soldiers at the church, and when the parson had read the prayers he took the text. Those who had bibles took them out, but this soldier had neither bible nor common prayer book, and pulling out a pack of cards, he spread them before him. He first looked at one card and then at another. The sergeant of the company saw him and said, "Richard, put up the cards. This is no place for them." "Never mind that," said Richard. When the services were over the constable took Richard prisoner and brought him before the mayor. "Well," said the Mayor, "what have you brought the soldier here for?" "For playing cards in church." "Well, soldier, what have you to say for yourself?"

"Much sir, I hope." "Very good; if not, I will punish you severely." "I have been," said the soldier, "about six weeks on the march. I have neither Bible nor common prayer book. I have nothing but a pack of cards, and I hope to satisfy your worship of the purity of my intentions." Then, spreading the cards out before the mayor, he began with the ace.

"When I see the ace it reminds me that there is but one God; when I see the deuce, it reminds me of the Father and Son; when I see the tray, it reminds me of the Father, Son and Holy Ghost; when I see the four, it reminds me of the four evangelists that preached—Matthew, Mark, Luke and John; when I see the five, it reminds me of the wise virgins that trimmed their lamps—there were ten, but five of them were wise and five of them were foolish and were shut out; when I see the six, it reminds me that in six days the Lord made heaven and earth; when I see the seven, it reminds me that on the seventh day God rested from the great work he had made and hallowed it; when I see the eight, it reminds me of the eight religious persons who were saved when God destroyed the world, viz: Noah and his wife, his three sons and their wives; when I see the nine, it reminds me of the nine lepers that were cleansed by our Saviour—there were nine of the ten that never returned thanks; when I see the ten, it reminds me of the Ten Commandments, which God handed down to Moses on the tables of stone; when I see the queen and king, it reminds me of the Queen of Sheba, who visited Solomon, for she was as wise a woman as he was a man. She brought with her fifty boys and fifty girls, all dressed in boy's apparel for King Solomon to tell which were boys and which were girls. The king sent for water for them to wash. The girls washed to the elbows and the boys to the wrists; so King Solomon told by that."

"Well," said the Mayor, "you have described every card in the pack except one." "What is that?" The knave," said the mayor. "I will give your honor a description of that too, if you will not be angry." "I will not," said the Mayor, "if you do not turn me to be a knave." "The greatest knave I know of is the constable that brought me here." "I do not know," said the mayor, "if he is the greatest knave, but I know that he is the greatest fool."

"When I count the number of spots on a pack of cards I find 365, as many days as there are in a year. When I count the number of cards in the pack, I find 52, the number of weeks in a year. I find there are twelve picture cards in a pack, the number of months in a year, and on counting tricks I find 13, the number of weeks in a quarter. So you see a pack of cards serves as a Bible, an almanac and a common prayer book."

"You are discharged."—*Exchange*.

### The Patent Rights of Army and Navy Officers

There exists among officers and enlisted men of the army and navy a misapprehension regarding their relations to the Government in the matter of patents. There is a vague belief that patent laws apply only to civilians and that officers of the army or of the navy are estopped from taking out patents; or if they do so, whatever may be the nature of these patents, the Government has a right to appropriate them for its own use. This impression is calculated to defeat the very purpose for which provision was made in the Constitution for the establishment of a patent system. As a matter of fact, officers and enlisted men of the army and navy have all the rights under the Constitution and under the patent laws of any other citizen of the United States. The Government cannot deprive them of the fruits of any invention that they might make, subject to the limitations imposed by law—for the very simple reason that patent rights, as above stated, are vested private property, and the Constitution prohibits the Government from taking private property from its citizens without just compensation. In fact, it has been held by the courts that Congress, in view of this constitutional provision, could not pass a valid law authorizing the Government to ignore vested patent rights without just compensation, any more than it could pass a law authorizing the Government to appropriate to itself a farm or a house or a lot without just compensation.—By *Lieutenant-Commander Cleland Davis, U. S. N., in the April Forum.*

### Alaska-Yukon-Pacific Exposition

It is because Seattle is the gateway to the world's markets for the centuries to come that manufacturing and industrial concerns generally are taking such interest and participating so largely in the Alaska-Yukon-Pacific Exposition, which is to open on June 1.

It is realized throughout America that the pathway to trade extension lies through the northwest and, by the shortest routes, to the Orient and Alaska. It is for this reason that the biggest manufacturing concerns in the country are installing exhibits which aggregate in value millions of dollars.

There will be, for instance, a complete meat packing plant, which will show the process from the corral to the can.

One of the biggest watch making concerns in the world is installing a modern watch factory and its whole process will be exemplified.

A jewelry factory will turn out artistic ornaments from crude metals and will manufacture table cutlery and the like.

A silk worm farm will provide cocoons for the delicate machines which, in the end,

will turn out the finished cloth and embroidery machines will illustrate the art of making fine embroidery.

The manufacture of textiles of all kinds, dress fabrics, blankets, "sweaters," and so on, will be shown in its every phase.

There will shortly be in full operation a complete carpet weaving plant, exposing to the public eye the secrets of the manufacture of ingrain, tapestries, Brussels, Axminsters and the dozens of other weaves.

A rope walk, where Manila hemp will be made into good American hawsers, is now being installed.

Passenger and freight elevators, with every known safety device, will be demonstrated.

A complete telephone system, with every modern improvement and device, will handle the Exposition "exchange."

Leather goods, trunks, valises, bags, card cases and all else in the line will be turned out of a full equipped factory, and craftsmen will produce the artistic products of burnt and stamped leather which have become so popular as ornaments for the home.

Sheet music will be printed and demonstrated on the piano and by a stringed orchestra.

Add to these every labor saving device and every worthy product of the inventive genius of more recent years, and a fair idea is to be had of the scope of the exhibits in the Manufactures Building alone.

On March 1 the Exposition was ninety per cent. complete, which is ample assurance that it will be opened, a finished product on the first day announced, June 1.

### Nuggets from "Success Magazine"

Don't inquire into a hungry man's history.

The greatest victory goes with the most faith.

If the corners of your mouth sag, smile, smile, smile.

Eliminate the grouch or the grouch will eliminate you.

No physical beauty can compensate for an explosive temper.

What frost would do for a flower, accusations will do for love.

It takes the world a long time to discover that bigness is not greatness.

Learn to see things with a balanced brain, not with your prejudices.

When a man has lost confidence in himself he has nothing else to lose.

Face the world with your heart forward and your backbone straight.

Your body will soon be where your aspiration is, provided you hold there unwaveringly.

By the law of affinity you may know that your own is always seeking you if you are seeking it with all your might.

"When Railroads Were New," by Charles Frederick Carter, is the title of a new book just published by Henry Holt and Company, New York City. The fascinating history of the struggles, the fantastic failures, and final triumphs of the pioneer railroad builders for the first time available in book form. No attempt is made to follow the vicissitudes of all the railroad schemes, but the author follows graphically the history of those roads which best typify the processes of evolution under characteristic circumstances up to the point where the story ceases to be romantic and begins to be commercial and commonplace. Primarily not a book of reference, but a highly interesting narrative for the general reader. Price, \$2.00 net.

#### The Long and the Short of It

"If I were to give you an orange," said Judge Foote of Topeka, to D. G. McGray, "I would simply say, 'I give you this orange,' but should the transaction be intrusted to a lawyer to put in writing, he would adopt this form: 'I hereby give, grant, and convey to you all my interest, right, title and advantage of and in said orange, together with its rind, skin, juice, pulp, and pits, and all rights and advantage therein, with full power to bite, suck or otherwise eat the same, or give away with or without the rind, skin, juice, pulp, or pits, anything hereinbefore, or in any other deed or deeds, instruments of any nature or kind whatsoever, to the contrary in anywise notwithstanding.'"—Christian Advocate.

#### The Inspiration of Purpose

Purpose gives new meaning to life; it shows the only real reason for living is living for something. It is the assertion of our kingship over conditions, our mastery over self, our glory in fighting for the right at close range and fighting to the end. Purpose makes man a crusader, glorying in his effort to attain the cross of some high ideal where the inspiration and glow of the struggle are greater than the mere crown of victory.

Purpose makes man his own second creator and by it he can make himself what he will. He can choose his own realm; he can live contentedly in the mud of low desires like a lizard, or sweep boldly high in the pure, bracing air of noble ideals like an eagle rightfully claiming the mountain tops as its own. Purpose transforms the commonplaces of life; it strengthens the mind to meet obstacles and to be undaunted by them as a hardy swimmer glories in the battle with waves and opposing currents. Purpose gives man ever new progressive relations of his possibilities. It means consecration, living at our best for

the sake of what is best; it means dedicating self to something higher than self. All true purpose must in the ultimate analysis be unselfish. It can never find its finality in mere acquisition for self. This may be ambition but not high purpose.

Purpose at its best must be above and beyond us like the polar star that guides and inspires the compass of the mariner. The world needs, more than talent, genius, wealth, or power, men of mighty purpose, men consecrated to daily living in the inspiring illumination of an ideal; men who make each day count directly for something real, who face each day's sunset with new harvests of good for those around them and for the world.

The great thing in life is not in realizing a purpose, but in fighting for it. If we feel the possibilities of a great work looming up large before us and impelling us to action it is our duty to consecrate ourselves to it. Failure in a great work is nobler than success in a petty one that is beneath our maximum of possibility. We have nothing to do with results; they do not belong to us anyway. It is our duty to do our best bravely and rest in the sweet comfort of this fact alone.—Circle Magazine for April.

#### The Way to Shadowtown

BY EUGENE FIELD.

Sway to and fro in the twilight gray,  
This is the ferry for Shadowtown.  
It sails away at the end of the day,  
Just as the darkness closes round.

Rest, little hand, on my shoulder—so;  
A sleepy kiss is the only fare.  
Drifting away from the world we go—  
Baby and I in the rocking chair.

See, where the firelogs glow and spark,  
Glitter the lights of Shadowland.  
The raining drops on the window—hark!  
Are ripples lapping upon the strand.

There where a mirror is glancing dim  
A lake lies shimmering, cool and still;  
Blossoms are wavering o'er its brim—  
Those over there on the windowsill.

Rock slow, more slow, in the dusky light;  
Silently lower the anchor down.  
Dear little passenger, say "Good Night"—  
We've reached the harbor of Shadowtown.

#### Some Facts About Ivory

Billiard-balls are made from tusks of a certain convenient diameter, known as "cow" ivory. Bull tusks run from twelve to thirty pounds in weight and bring \$5.50 a pound. Piano-key manufacturers use only the larger bull tusks, of a weight which

cows never attain, say forty pounds or over. Ten years ago seventy pounds was a fair average for a shipment, while today fifty pounds is considered good. The heaviest pair of tusks within the memory of American experts are 224 and 239 pounds respectively. They were bought in Zanzibar in 1900 by a New York house for £1,000. Their buyer had a long talk with the Arab who shot and sold them, and who killed the elephant with one bullet from a smooth-bore rifle. When he was questioned as to the beast's size, he said—in Swahili—it was as large as *n'ji m'sima*, which means, literally, "as big as all outdoors."

The raw stuff for present American manufacture is now procured, for the most part, at quarterly London and Antwerp sales. Every three months London sells an average of one hundred tons and Antwerp a little more. At the last sale prime ivory brought \$3.50 a pound. The grade of ivory known as "Cutch," and used solely for the making of bangles for Indian women, is a curious ivory staple with a special and, of course, local market. "Cutch" in the tusks runs from thirty to forty pounds and supplies endless delight to the vanity of the pampered prettiness of a luxurious harem.—*Mrs. H. R. Childs in McClure's Magazine.*

#### Don't be Afraid of

Doing a man a good turn.  
Doing more than is required of you.  
Admitting that you are in the wrong.  
Doing your best; even that is not too good.  
Telling the truth; it is a part of your honor.  
Thinking out new ways; originality is valuable.  
Failure; keep on, though you fail a dozen times.  
Beginning at the bottom; it's the safest way to climb.  
Overtaxing your strength; work kills very few people.—*Philadelphia Inquirer.*

#### The Employe's Safest Investment

Without doubt the safest investment that you can make, whether you have \$500 or \$10,000, is in first mortgages on real estate with no encumbrances. Such investments can be found at almost any time if you are on the watch for them, and will bring you from 4 to 6 per cent profit. Occasionally it is possible to get 7 per cent on second mortgages, but frequently such mortgages are not safe. It is better to take 6 per cent and be safe than to risk at least a part of what you are loaning for 7.

Another investment which is pretty sure to bring in 5 or 6 per cent may be made in

good rental property. At the present time cottages are in great demand and there are very few of them which are earning less than 6 per cent, while some are earning as high as 7 and 8 per cent. The cheaper class of flats are also good "earners", considerably better, in fact, than flats which are costly. It is pretty well agreed among rental men, however, that ordinary residence property, such as modern houses, which rent from \$35 to \$25 a month, earn only a small percentage on the money invested.

"Take your money and buy good bonds," many will advise you when you go out to seek information.

But accept a word of warning—be careful.—*James Oliver Curwood in the April Book Keeper.*

#### Wisdom

That life is long that answers life's great end.—Young.

Have the courage to dare to be true at all times.—Mansfield.

The lie of an action is greater than the lie of a word.—Crawford.

Get justly, distribute cheerfully, and live contentedly.—Thurston.

What ought not to be done, do not even think of doing.—Epictetus.

To be ignorant of one's ignorance is the malady of ignorance.—Sprits.

All life is music if we but touch the notes rightly and in time.—Ruskin.

Unless you bear with the faults of a friend you betray your own.—Syrus.

Stones and idle words are things never to be thrown at random.—Bocarri.

Speak as you think; be what you are; pay your debts of all kinds.—Montfort.

Let no man talk of freedom until he is sure he can govern himself.—Garibaldi.

Keep ever in the path of duty, but fail not to climb the steep of knowledge.—Newton.

He is a man who thinks for himself, says what he thinks and does what he says.—Hitchcock.

Example is more powerful than precept; whereof you reprove another be unblamable yourself.—George Washington.

I look upon the simple and childish virtues of veracity and honesty as the root of all that is sublime in character.—Carlyle.

Do not consider any vice as trivial, and therefore practice it; do not consider any virtue as unimportant, and therefore neglect it.—Bonar.

Rightness expresses of actions what straightness does of lines, and there can no more be two kinds of right action than there can be two kinds of straight lines.—Herbert Spencer.

Our grand business undoubtedly is, not to see what lies dimly at a distance, but to do what lies clearly at hand.—Carlyle.

# Mortuary Record

BLANKENSHIP—Brother L. M. Blankenship, Division 49, Moberly, Mo.

BRASHEARS—Brother G. W. Brashears, Division 337, Baltimore, Md.

BOLAN—Brother J. E. Bolan, Division 453, Enderlin, N. D.

COOK—Brother J. T. Cook, Division 152, Richmond, Va.

CUNNINGHAM—Brother E. Cunningham, Division 57, Forth Worth, Tex.

CRUMPTON—Brother J. H. Crumpton, Division 127, Danville, Ill.

CHRISTY—Brother J. J. Christy, Division 201, McKees Rocks, Pa.

CRUICKSHANK—Brother W. S. Cruickshank, Division 427, Alliance, Neb.

DOWNEY—Brother J. T. Downey, Division 96, Aurora, Ill.

DANIELS—Brother N. E. Daniels, Division 84, Perry, Ia.

GREIVE—Brother J. B. Greive, Division 17, Toronto, Ont.

GIBSON—Brother G. M. Gibson, Division 432, Monterey, Mex.

HANLEY—Brother T. Hanley, Division 419, Shreveport, La.

HARRAH—Brother W. H. Harrah, Division 245, Arkansas City, Kan.

JONES—Brother T. H. Jones, Division 170, Camden, N. J.

MURPHY—Brother J. F. Murphy, Division 55, Kansas City, Mo.

MORELAND—Brother F. E. Moreland, Division 55, Kansas City, Mo.

MCGUIRE—Brother B. McGuire, Division 2, Buffalo, N. Y.

NESTER—Brother J. B. Nester, Division 347, Dubuque, Ia.

PREVOST—Brother C. E. Prevost, Division 170, Camden, N. J.

PINDAR—Brother C. H. Pindar, Division 92, Terre Haute, Ind.

RING—Brother J. Ring, Division 204, Philadelphia, Pa.

RITTER—Brother A. T. Ritter, Division 428, Monclova, Mex.

SMITH—Brother J. Smith, Division 147, Easton, Pa.

SULLIVAN—Brother H. Sullivan, Division 321, Springfield, Mo.

STICKNEY—Brother W. A. Stickney, Division 111, Los Angeles, Cal.

TOPPIN—Brother R. M. Toppin, Division 162, Philadelphia, Pa.

TURNER—Brother C. F. Turner, Division 157, Boston, Mass.

TOOLE—Brother E. M. Toole, Division 10, Sayre, Pa.

TEMPLETON—Brother C. S. Templeton, Division 88, Ennis, Tex.

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ANDREWS—Father of Brother J. G. Andrews, Division 444, Olean, N. Y.

BROWN—Father of Brother F. M. Brown, Division 200, Bradford, Pa.

CONNELLY—Daughter of Brother T. E. Connelly, Division 254, Frankfort, Ind.

ELY—Mother of Brother H. S. Ely, Division 139, Knoxville, Tenn.

SIMMONS—Wife of Brother N. L. Simmons, Division 164, Eagle Grove, Ia.

SMITH—Father of Brother F. C. Smith, Division 48, Detroit, Mich.

TAYLOR—Wife of Brother H. P. Taylor, Division 254, Frankfort, Ind.

# General Information Relative to Mutual Benefit Dept.

Assessment No. 500 is for death of B. W. Gardner, April 25, 1909. See Article 13, Laws Governing Mutual Benefit Department.

## BENEFITS PAID FROM MARCH 1 TO MARCH 31, 1909.

Ben. No.	NAME	DIV.	CERT. NO.	SERIES	AMOUNT	FOR	CAUSE
5288	J. V. Blanton	419	2423	A	\$ 1000	Death	Pistol shot wound
289	W. H. Carley	52	3914	B	2000	Death	Blood poison
5290	W. C. Mansfield	169	9184	B	2000	Death	Insanity
5291	F. M. Fenton	413	8145	A	1000	Death	Thoracic Aneuriam
5292	M. G. McDonough	317	8933	A	1000	Death	R. R. Accident
5293	C. L. Barton	136	1651	A	1000	Death	Chronic Myocarditis
5294	C. N. A. Hudie	73	4050	C	3000	Death	R. R. Accident
5295	C. H. Marshall	277	16911	B	2000	Death	R. R. Accident
5296	A. J. Dupont	198	3728	B	2000	Death	Phthetebis
5297	D. A. Bradshaw	177	1578	B	2000	Death	Heart Trouble
5298	C. F. Arnold		5420	C	3000	Death	R. R. Accident
5299	Martin Loughney	426	2452	B	2000	Death	Bright's Disease
5300	Thos. Roddy	244	65	D	4000	Death	Angina Pectoris
5301	W. G. Wagner	201	2961	C	3000	Death	R. R. Accident
5302	C. Kniss	423	4037	A	1000	Death	Appendicitis
5303	C. S. Ralston	289	201	A	1000	Dis.	Loss of Leg
5304	Jas. Maxwell	382	10018	B	2000	Death	R. R. Accident
5305	J. W. Scott	229	1591	A	1000	Death	R. R. Accident
5306	L. D. Thomas	134	6120	C	3000	Death	R. R. Accident
5307	J. W. Enochs	418	200	B	2000	Dis.	Loss of Leg
5308	A. W. Connor	1	300	A	1000	Death	Pneumonia
5309	M. Conley	513	8023	A	1000	Death	Chronic Nephritis
5310	W. S. Oldham	476	2776	C	3000	Death	Blood Poisoning
5311	M. L. Jones	247	574	B	1000	Death	Chronic Myocarditis
5312	F. E. Whalen	288	891	A	1000	Death	Peritonitis
5313	John Dunden	261	9807	A	1000	Death	Cerebral Hemorrhage
5314	A. A. Rippard	218	11541	A	1000	Death	R. R. Accident
5315	Timothy Jordan	52	957	A	1000	Death	Cerebral Apoplexy
5316	A. C. Fox	395	10508	A	1000	Dis.	Loss of Leg
5317	C. B. Speice	126	7691	B	2000	Death	Appendicitis
5318	J. W. Wall	324	2629	A	1000	Death	R. R. Accident
5319	W. R. Wilkinson	108	214	C	3000	Death	Angina Pectoris
5320	A. K. Borough	131	16180	B	2000	Death	Nephritis
5321	A. H. Jones	120	13932	B	2000	Death	R. R. Accident
5322	E. C. Benedict	498	2392	B	2000	Death	Blood Poisoning
5323	N. T. Chandler	159	3638	A	1000	Death	Heart Failure
5324	L. A. Freeman	161	9824	B	2000	Death	Nephritis
5325	Henry Brower	41	5189	A	1000	Death	Apoplexy
5326	F. J. McKinley	91	5349	B	2000	Death	R. R. Accident
5327	J. K. Patterson	9	2825	C	3000	Death	Heart Disease
5328	C. M. Hoagland	170	330	A	1000	Death	Phthisis Pulmonalis
5329	J. D. Burke	70	11797	B	2000	Dis.	Loss of Leg
5330	W. E. Hiatt	81	7050	C	3000	Dis.	Loss of Hand
5331	F. W. Kees	113	3249	B	2000	Death	Paralysis
5332	H. J. Siegfried	153	2487	C	3000	Death	Meningitis
5333	Thos. St. Cyr	405	2787	A	1000	Death	Typhoid Fever
5334	C. A. Martin	2	6267	A	1000	Death	Cancer of Stomach
5335	W. F. Edgerton	196	4711	B	2000	Death	Cerebral Hemorrhage
5336	R. H. Graham	503	11734	A	1000	Death	R. R. Accident
5337	P. J. O'Malley		2243	B	2000	Death	Acute Peritonitis
5338	G. W. Smith	103	6721	B	2000	Death	R. R. Accident
5339	R. L. Moore	32	3522	C	3000	Death	Neuralgia of Heart
5340	J. S. Dyal	175	2994	B	2000	Dis.	Loss of Arm
5341	O. K. Turner	232	1039	A	1000	Death	R. R. Accident
5342	N. O. Averitt		2709	C	3000	Death	Cerebral Hemorrhage

## NUMBER OF MEMBERS ASSESSED.

Series A, 13,463; Series B, 17,114; Series C, 8,223; Series D, 378; Series E, 54. Amount of Assessment No. 500, \$74,142.00.

## FINANCIAL STATEMENT

Received on Mortuary Assessment to March 31, 1909	\$11,361.144.15
Received on Reserve Fund Assessment to March 31, 1909	642,029.65
Received on Expense Assessment to March 31, 1909	123,153.80
Received on Applications, etc., to March 31, 1909	180,610.65
	\$12,306,940.25
Total Amount of Benefits paid to March 31, 1909	\$10,999,367.00
Total Amount of Expenses paid to March 31, 1909	293,085.90
To the Credit of Mortuary Fund, March 31, 1909	461,577.15
To the Credit of Reserve Fund, March 31, 1909	642,029.65
To the Credit of Expense Fund, March 31, 1909	16,679.35
	\$12,306,940.25

## EXPENSES PAID DURING MARCH.

Sundry Expense, \$48.68; Postage, \$405.00; Stationery and Printing, \$57.50; Salary, \$874.17; Fees returned \$23.00; Legal, \$85.00; Med. Director, \$125.00.

W. J. MAXWELL, Secy.



## Cash or Credit

Don't wait till the "Pay Car" comes if you want a new stove or range.

We make it easy for you to buy one *when you need it*—and have the use of it while you're paying for it.

The "Pay Car" is a once-a-month event. It sometimes means inconvenience, even discomfort, for "the Boys" and their families to put off buying till it comes. It may mean inconvenience to pay out—at once—the entire price of a new stove or range. This is true of all of us.

At such times a charge account with a responsible house is of real service—Same as business firms and manufacturers buy on from 30 days' to 6 months' time.

We believe railroad employees are better pay than the average business concern. So we're going to back our faith in them with this proposition—

## Here's Something New From Kalamazoo

When you need a new stove or range of any sort, write for the Kalamazoo Catalogue No. 132—and we'll send you our time-payment terms. You know what the Kalamazoo is—You can't beat it anywhere in the country—You can't find higher quality nor lower prices. Buy on time-payments and you get the same quality that you do for cash—the same saving by our direct-from-factory-to-you selling plan—the same 360 days' approval test—the same guarantee of safe delivery—and

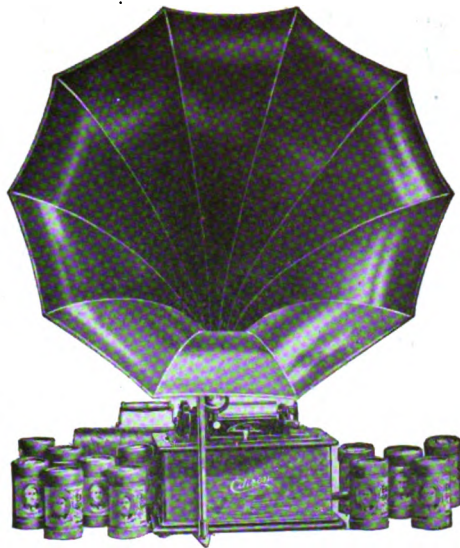
## We Pay the Freight

Over 100,000 users of Kalamazoo stoves and ranges in this country will tell you the "Kalamazoo is King." Our catalogue explains everything fully. Better write for it now.

Kalamazoo Stove Co.,  
Kalamazoo, Mich.



**"A Kalamazoo  
Direct to You"**



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**IF YOU WANT TO KEEP IT**—you may do so, but it is NOT compulsory. If you do wish to keep it, either remit us the price in full, or if you prefer, we will allow you to pay for it on the easiest kind of payments.

**OUR EASY PAYMENT PLAN**—I have decided on an easy payment plan that gives you absolute use of the phonograph while paying for it. \$2.00 a month pays for an outfit. There is absolutely no lease or mortgage of any kind.

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CUSHION  
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LIES FLAT TO THE LEG—  
NEVER SLIPS, TEARS, NOR  
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Worn All Over The World  
Sample pair, Silk 50c., Cotton  
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GEORGE FROST CO.  
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FOR THE  
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MAN



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Waterproofed Linen

are popular favorites with Railroad men, for though they are linen and look linen, they rub clean and white as new with a damp cloth. All soot and dirt absolutely removed in a moment. Won't wilt, or fray. Are you wearing them? They keep you neat and comfortable all the time, and cut down the laundry bills! All styles and sizes. The same collar you have always worn, only waterproofed.

**Collars 25c. Cuffs 50c.**  
Always sold from a RED box. Avoid substitutes!  
If not at your dealer's, send, giving styles, size, how many, with remittance, and we will mail postpaid. Styles Booklet free on request.

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The tone, touch and magnificent wearing qualities of the Vose Piano are only explained by the exclusive patented features and the high grade material and superb workmanship that enter into their construction. The Vose is an ideal piano for the home. Over 60,000 sold. Delivered in the United States free of charge. **Satisfaction guaranteed.** Liberal allowance for old pianos and time payments accepted.

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# MENNEN'S

BORATED TALCUM  
TOILET POWDER

and insist that your barber use it also. It is Antiseptic, and will prevent any of the skin diseases often contracted.

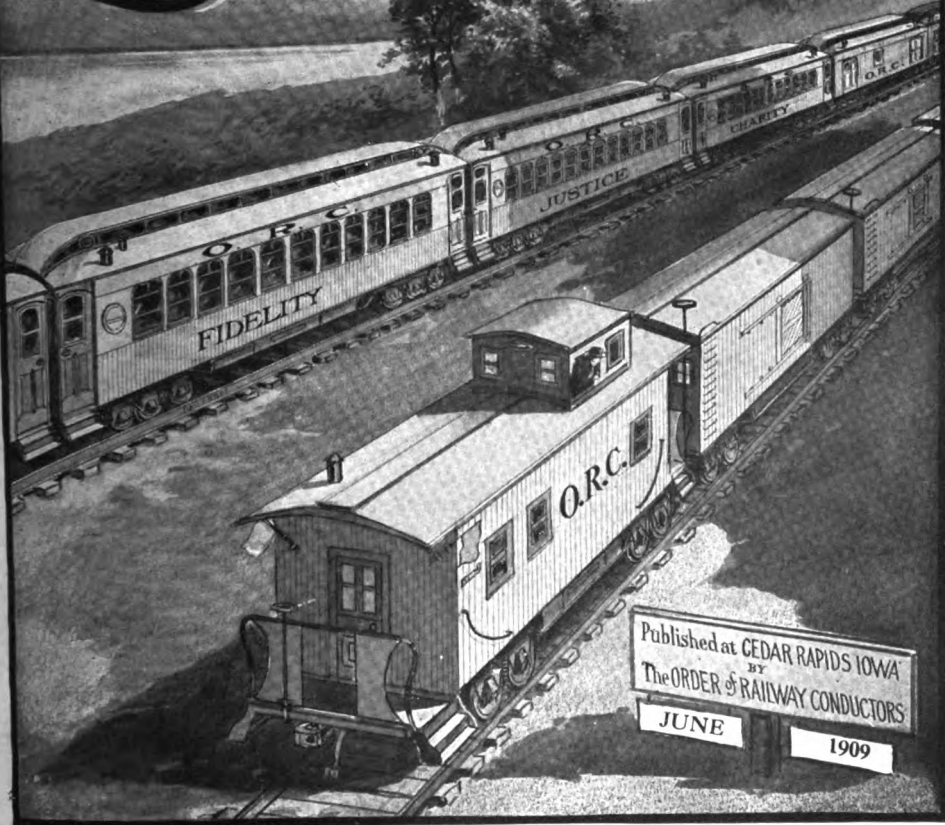
A positive relief for **Sunburn,**  
Chafing, and all afflictions of the skin. Removes all odor of perspiration. Get Mennen's—the original. Put up in non-refillable boxes—the "Box that Lox." Sold everywhere or mailed for 25 cents. Sample free.

Try Mennen's Violet (Borated) Talcum. Sample free.



**Gerhard Mennen, Newark, N. J.**  
Guaranteed under the Food and Drugs Act, June 30, 1906. Serial No. 1542.

# The Railway Conductor





## STOP-WATCHES TO STOP TRAINS.

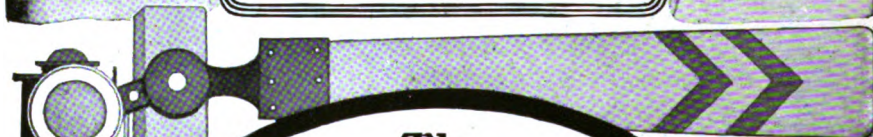
**Wilkes - Barre's Mayor Determined  
His Police Shall Be Right.**

Special to "The Record."

Wilkes-Barre, Pa., Feb. 19.—The crew of a fast train on the Lehigh Valley Railroad were arraigned before Mayor Kirkendall to-day, charged with running their train through the city limits at faster speed than the ordinance permits.

The train was drawn by two engines, and both engineers testified that they had not exceeded the speed, and their watches were proof. The special policeman who lodged the information against the crew had only a silver watch.

The Mayor said preference would have to be given the high-class watches of the railroad men and the crew was discharged. In the future the policeman will have a stop-watch, and he will note the time of trains.



# The Railroad Man's Watch

**Gets Right of Way in the Courts**

The railroad watch that  
stands every test is the

# ELGIN



The famous **Veritas** model Elgin is made especially to meet the exacting requirements of railroading. Send for booklet—"Timemakers and Timekeepers"—a history of the development of the locomotive and the watch—told in prose and picture. Also describes the five Elgin models for railroad men. Free upon request.

**ELGIN NATIONAL  
WATCH CO.,  
Elgin, Ill.**

## The Two Paths

BY ADELBERT CLARK

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### THE EVIL

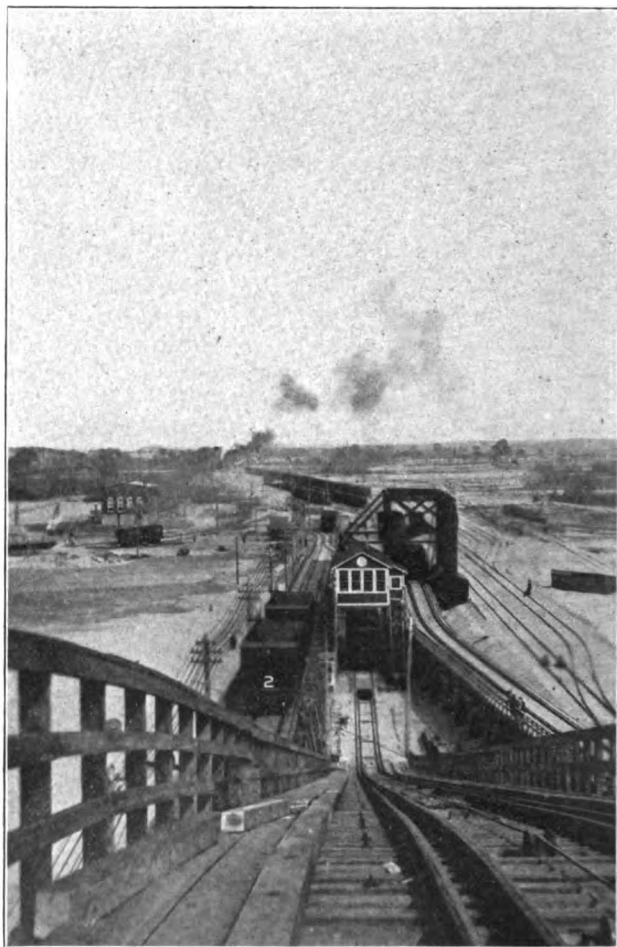
Dear child, if thou wilt follow me  
Thy paths shall all be sweet  
As fragrant roses newly born  
Of summer's gentle heat.  
Yea, countless stores of wealth shall lead  
Thee up the hill of Fame,  
Where thou shalt prosper in the world  
And win a mighty name.

A powerful monarch thou shalt be,  
And thou shalt sway the world;  
Thy word shall be the nation's law  
On every flag unfurled.  
Thy power shall reach from pole to pole,  
And stretch from sea to sea,  
If thou wilt but denounce thy Lord  
And come and follow me!

### THE GOOD

Dear child, if thou wilt follow me,  
I'll give thee perfect rest,  
And holy peace and love shall come  
And calm thy troubled breast.  
And thou shalt be a shining light,  
For I will guide thy ways  
Where joy shall crown thee with its bliss,  
Throughout thy earthly days.

A mighty leader thou shalt be,  
For I will guide thee right,  
And when thou callest I will hear,  
Yea, in the darkest night.  
My love, my strength, my power shall lead  
Thee through eternity,  
If thou wilt but forsake thy sins  
And try to follow me!



APPROACH TO VIRGINIAN RAILWAY COAL PIER  
SEWALLS POINT, VIRGINIA

# The Railway Conductor

PUBLISHED MONTHLY AND ENTERED AS SECOND CLASS MATTER AT THE POST OFFICE, CEDAR RAPIDS, IOWA.  
SUBSCRIPTION, \$1.00 PER YEAR.

F. H. PEASE, EDITOR.

A. B. GARRETSON AND W. J. MAXWELL, Managers, Cedar Rapids, Iowa.

W. N. GATES, Advertising Agent, Garfield Building, Cleveland, Ohio.

VOLUME XXVI

JUNE, 1909

NUMBER SIX



## Our Flag And Something of Its History for 120 Years

BY CAPT. GEO. W. BARBER, SR.

The fetich of a nation is its flag. Before it men of all conditions bow, and an insult to the honor of a nation's flag its people resent to the sacrifice of liberty and life. Tribal and national ensigns and emblems had their birth in the sunrise of history. Time never was when separating signs were not. The first standards were of wood and stone, precious metals, and ivory, and were tribal rather than national. Diodorus says that the Egyptian standard was usually a carving that represented an animal. The Assyrian standards bore a carved bull. The imperial standard of Rome was an eagle elevated above a cross. The North American Indians who met Columbus carried a tall standard decorated with the wing feathers of a full-grown eagle. The Alaskans have their totum poles, and the Athenians carried an owl.

The Bible tells how the children of Israel designated their tribes with much the same order of emblems, when in accordance with God's commands they "pitched their tents, every man by his own standard." It is not the metal nor the wood, the beasts nor the birds, neither is it the gaudy arrangement of paint and tinsel and silver upon priceless fabrics that appeal to the people when the national standard is displayed, but the principles which that standard embodies.

"It is a whole national history. It is the constitution. It is the government. It is the free people that stand in the government on the constitution." It is the tie which binds a people to their national em-

blem. The golden bees of Napoleon found the hearts of his followers and led them to victory on many a field of battle. The white plume of Henry of Navarre inspired the defenders of his house to deeds of desperate valor. The sacred ravens of the Danes led to them merciless defeat, yet they preferred death by the standard to desertion and life, and the passion red cross of the Crusaders was an inspiration as they marched to battle chanting prayers.

The star-spangled banner floating serene above the smoking hell of battle, has re-invigorated thousands of fainting hearts and has been the theme of poets and inspiration of artists for more than a century. "I have seen the glories of art and architecture and mountain and river; I have seen the sun set on Jung Frau, and the full moon rise over Mt. Blanc, but the fairest vision on which my eyes ever looked was the flag of my country in a foreign land. Beautiful as a flower to those who love it, and terrible as a meteor to those who hate it, it is a symbol of the power and glory and the honor of 84,000,000 of Americans." That is a sentiment that every true American will echo. There never was another emblem like the American flag, because no other flag on earth ever meant so much to its people. It is essentially "the flag of the free hearts, hope and home," and the people of a free land adore it accordingly.

The trail down the history of time is set thick with mile-posts and memorial stones where the shadow of the flag has fallen,

sometimes to succor the fainting, often to shroud a hero's form. Here its shreds mark the far north limit where its folds kissed the arctic icebergs, and, in the Orient, tradition tells of "the flower flag" of the free, which one day lifted its rainbow radiance against the sky in the ports of the celestial kingdom, causing wondering comment.

In discoveries of new territory, national standards have ever played a prominent part. The sovereign ruler always gave license to his representative "to set up the royal banners and ensigns in the countries, places, or mainlands newly found by them, to conquer, occupy, and possess them as his vassals and lieutenants." Thus, under the red cross of St. George, England has acquired possessions upon which the sun never sets. Her standard planted on the north coast of America by the Cabots gave to Great Britain, by right of discovery and possession, all the territory known as British America. In the same manner the lilies of France planted themselves upon our southern soil; but before any of these came, Columbus, who flung to the breeze the first flag ever kissed by the winds of the new west world, the royal standard of Spain, with its feudal castles and rampant lions; October 12, 1492! Every school child should know and remember the date. Next to his birthday and the Fourth of July, comes the date of Columbus' landing at San Salvador, bearing the royal standard of Spain emblazoned with the arms of Castile and Leon, in his own hand, followed by his men bearing the banner of the expedition, viz.: the white flag with a green cross. It was nearly 300 years before a nation "indigenous to the soil" united its people under a national banner in the new world.

It is greatly to be regretted that at this time, on the coming anniversary of the adoption of the design for the American flag, there is no data to show how it came to be suggested; who was responsible for the splendid idea, or whether it was debated pro and con. It was on Saturday, June 14, 1777, that the American Congress resolved "That the flag of the thirteen United States be thirteen stripes, alternate red and white; that the Union be thirteen stars, white in a blue field, representing a

new constellation." This is the first, and so far as the records show, the only legislation on the subject of a national standard for the United States of America at that time. It is altogether probable that there were men in that Congress to whom the ties of blood, if not birthright, had endeared any one of a dozen flags of other nations. They were all men of strong will and powerful in argument. The clash of opposing opinions must have been something to remember, as each urged the merits of his favorite flag, idealized and transmogrified for the uses of a republican government. But upon this controversy history is silent. There was a "Journal of Congress," but it was evidently too severely edited to pander to the possible profane levity of such a debate, and there were no omnipresent reporters there to take down the heated language when the sting rankled. Congress in those days does not ~~seem~~ to have talked "for home consumption," but when legislation was needed they enacted it, and the act itself seemed to be the only thing they thought worth recording. Nevertheless it is a matter to regret forever that the birth of our beautiful flag should be so shrouded in mystery and obscurity.

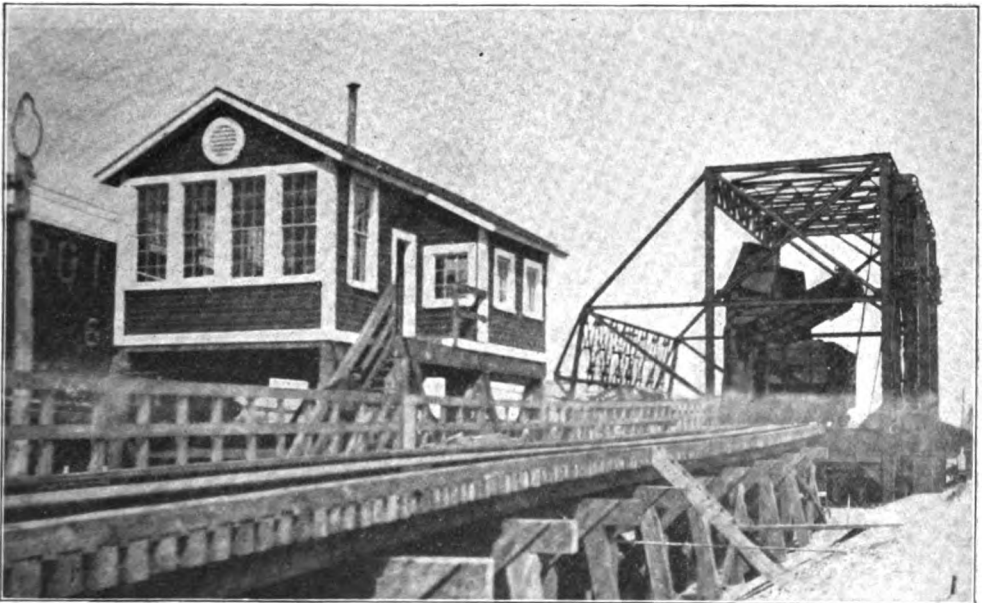
#### WHY THE STARS AND STRIPES.

The "why" of the selection of the Stars and Stripes for the design has always been hotly contested and debated. Lowes, a British antiquarian, gives well-founded utterances to the idea that the Washington coat-of-arms furnished the device for the flag. He says:

"Like Oliver Cromwell, the American patriot was fond of genealogy, and corresponded with our heralds on the subject of his own pedigree. George Washington, who gave sanction, if not birth, to that most democratic of all sentiments, 'that all men are free and equal,' was, as the phrase goes, a gentleman of blood, of ancient time, and coat-armor; nor was he slow to acknowledge the fact. When the Americans in their most righteous revolt against the tyranny of the mother country, cast about for an ensign with which to distinguish themselves from the English oppressors, what did they adopt? A 'gentleman's badge,' a modification of the old English

coat-of-arms borne by their leader and deliverer. A few stars had, in the old chivalrous times, distinguished his ancestors from their compeers in the tournament and upon the battlefield. More stars and additional stripes, denoting the number of states that joined in the struggle, now became the standard around which the patriots of the west so successfully rallied. It is not a little curious to note that the poor, worn-out flag of feudalism, as so many would count it, should have expanded into the bright and ample banner that now waves from every sea."

was the flag which Paul Jones flung to the breeze upon Alfred, about 1777. The Alfred was the flagship of the new-born navy, which consisted of five vessels. This ship mounted twenty nine-pounders. The weight of a shot thrown from her entire battery, or both broadsides, was not equal to the weight of a single solid shot, such as is thrown by one of our smallest cruisers of the present time. On the day of the passage of the flag bill by the Continental Congress, it also resolved that Paul Jones be appointed to command the new warship Ranger. About a week after the action of



CAR DUMPER AND OFFICE, VIRGINIAN RAILWAY COAL PIER, SEWALLS POINT, VIRGINIA

That it could have been no easy matter to adopt a national emblem was evidenced by the state banners, each one of the thirteen having its own peculiar device, and sixty-four different flags represented the thirteen states on land and on sea before the national design was at last adopted. Six of these sported a rattlesnake, in as many stages of coiling and creeping.

#### THE FIRST FLAG

to represent the United States upon the high seas was a field striped red and blue, with a rattlesnake crawling across it. It

Congress, a number of patriotic ladies of Philadelphia met in the old Swede church in that city, and, under the direction of John Brown, secretary of the new board of marine, arranged and made a flag in accordance with the act of Congress, with the exception that only twelve stars were placed upon it in groups of four threes. It was never made quite clear why only twelve stars were placed there instead of thirteen. Some historians have asserted that the women were superstitious and left off the odd star purposely. Others contended that the flagmakers, being unskilled in the busi-

ness, could not arrange the thirteen stars systematically, and so left off the odd one, not realizing the significance of the symbolized union that had been set forth in the act of Congress. At any rate, the historic flag had only twelve stars, and is in existence today to tell in mute and moldering manner the tale of the mutilated constellation. The flag is of English bunting, eight and one-half feet long and one yard five inches wide. Small as it is, it probably cost an immense sum, as bunting had to be imported from England and was very high priced. As soon as it was completed it was presented to Commander Paul Jones, of the *Ranger*, by the Misses Mary and Sarah Austin, in behalf of the patriotic women of Philadelphia. He unfurled it at the mast-head of a small boat on the Delaware river, and thousands of people gathered on the shore to look at and cheer the new banner. A few months later Paul Jones wrote to the naval committee: "I am happy to have it in my power to congratulate my adopted country on my having seen the American flag for the first time recognized in the completest and fullest manner by the French government." This was in the French harbor of Queberon Bay, and was enough to make glad the heart of any patriot, as it was an acknowledgment of American independence. It was the same flag that floated above the *Bon Homme Richard* in the historic encounter with the *Serapis* September 23, 1779. It was shot from the mast, but before it fell was rescued by young Stafford, nephew of the captain, to whom the flag was later presented by the marine committee. The letter of transmittal and the flag are both in fair preservation, and both in the hands of the grandson of the Stafford who rescued the flag from a watery grave. Although Congress adopted a design for the flag in June, 1777, the official order to that effect was not promulgated until September 3. Eight days later the battle of Brandywine was fought, September 11, 1777, and Stars and Stripes floated for the first time as a legally constituted national emblem above a British victory. It was a humiliating precedent seldom observed since. From the hour that Congress adopted the design, however, flags multiplied upon the earth. The troops in

Fort Stanwix, later known as Fort Schuyler, were without national emblem. On August 2, 1777, the enemy appeared before them and laid siege. There were ingenious minds in the beleaguered fort, and their owners set to work to fashion a flag on the plans laid down by Congress. The white stripes were made from the ammunition shirts of the soldiers; the red was pieced up from the stray articles of scarlet clothing, and the blue field was made from a blue camlet cloak said to have been captured from the enemy at Peekskill. It is a thousand pities that this remarkable mosaic has not been preserved. Evidently the mania for preserving relics had not then developed. The men who were making history were so engrossed in the business in hand that they had no thought for the picturesque or artistic features of the fight they were waging.

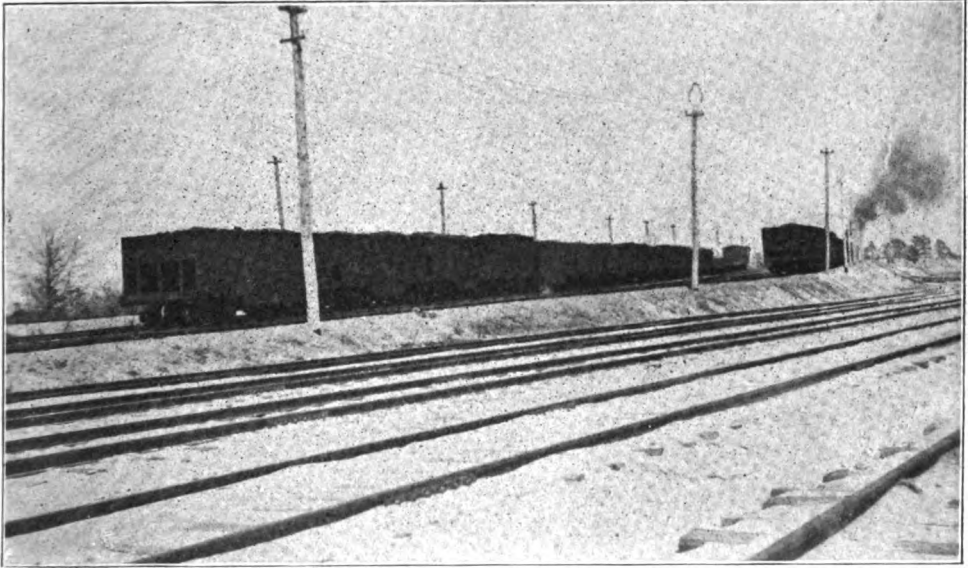
As has been stated France was the first to recognize the power of the "United States of America" and gave the first naval salute to the flag February 15, 1778, just nine days after the treaty of alliance had been ratified between the new Republic, the first foreign power. The first time that the American flag ever was unfurled above a foreign fort was on January 28, 1778, when the sloop-of-war *Providence* took possession of one of the little Bahama Islands, and liberated a lot of Americans who had been aboard British gunships and prison ships and had escaped there. The American seamen captured a big British gunship that was cruising in those waters, bullying all Americans it came across; spiked all the guns of the fort, carried the arms and ammunition on board their own vessel, the *Providence*, and after holding the fort two days under the American flag, almost frightening the senses out of the British residents, they burned the two ships captured and sailed back to America.

#### FIRST APPEARANCE IN ENGLAND.

The *Political Magazine*, of London, 1783, tells what consternation the Stars and Stripes created in England: "The ship *Bedford*, Capt. Moor's, belonging to Massachusetts, arrived in the Downs on the 3d of February, 1783, passed Gravesend the 3d, and was reported at the custom house on

the 6th instant. She was not allowed regular entry until some consultation had taken place between the commissioners of customs and the lords of counsel, on account of the many acts of Parliament in force against the rebels of America. She is loaded with 487 butts of whale oil, is American built, manned wholly by American seamen, wears the rebel colors, and belongs to the Island of Nantucket in Massachusetts. This is the first vessel which has displayed the thirteen rebellious stripes of America in any British port."

of the new-born nation, streaming from her gaff. All was completed save the flag which the painter did not esteem prudent to insert, as his gallery was a constant resort of the royal family and nobility. I dined with the artist on the glorious 5th of December, 1782, after listening with him to the speech of the king, formally receiving and recognizing the United States of America as one of the nations of the earth. Previous to dining and immediately after our return from the House of Lords, Copley invited us into his studio, and then



FREIGHT YARDS, VIRGINIAN RAILWAY TERMINALS, SEWALLS POINT, VIRGINIA

#### FIRST PAINTING OF THE FLAG.

Elkanah Watson, the noted philanthropist of Philadelphia, relates in his reminiscences the story of the first authentic painting of the flag. He says: "At the close of the revolutionary struggle, having on the occasion of Lord Howe's relief of Gibraltar received 100 guineas, the result of a wager, and the same day dining with Copley, the painter, he resolved to devote that sum to a portrait of himself. The painting was finished all but the background, that being reserved by Copley to represent a ship bearing to America the intelligence of the acknowledgement of independence—a rising sun gilding the Stars and Stripes

and there, with a bold hand and master touch and American heart—the painter was Mr. John Singleton Copley, of Boston—attached to the ship the Stars and Stripes. Thus, while the words of acknowledgment were still warm from the king's lips, the late rebel, but henceforth free colors, were displayed in his own kingdom and within a stone's throw of his own palace."

#### FIRST APPEARANCE IN CHINA.

The first vessel to carry the Stars and Stripes into the Chinese Sea was the ship *Empress*, Capt. Green. She sailed from New York on the 22d of February, 1784—Washington's birthday. "When the 13 Stripes and Stars first appeared at Canton,

China, it is said that much curiosity was excited among the people," says Preble. "News was circulated that a strange ship had arrived from the farther end of the world, bearing a flag as beautiful as a flower. Everybody went to see Kow-Kee-Cheun, or 'Flower Flag Ship.' This name at once established itself in the language, and America is now called Kow-Kee-Kah, the flower flag country, and an American; Kow-Kee-Koch-Yin, flower flag countryman. \* \* \* Foreign names, however unmeaning originally, when written in Chinese acquire a significance which is often strikingly curious. Thus two Chinese characters, Yong-Kee (Yankee) signify 'the flag of the ocean,' and Washington, or Wo-Shung-tung, as it would be written, signifies 'rescue and glory at last.'"

#### FIRST VOYAGE AROUND THE WORLD.

The flag was first carried to Japan by the ship Franklin, of Salem, Capt. James Devereaux, where he arrived July 19, 1799. His log book is in the Essex Institute at Salem. The Stars and Stripes circumnavigated the globe the first time in 1789-90, on the ship Columbia, Capt. Gray. The Columbia River was so named for this "globe-trotting" ship. It had many curious encounters, and a medal was struck in commemoration of them.

The Washington, of Nantucket, Capt. Banker, displayed the Stars and Stripes in a Spanish port the first time on July 4, 1792, in the harbor at Callao, in Peru. On Aug. 15, 1794, when Mr. Monroe, as United States Minister to France, presented his credentials he was received with the "fraternal kiss" by the citizen President and loud acclamations by the audience. It was decreed at this meeting that the colors of the French and American republics should be hung at the vault of the hall "as a sign of perpetual alliance and union." Mr. Monroe, to do honor to this fraternal feeling, had a stand of American colors carefully arranged, which he presented to France in the name of the new Republic. The colors, the first ever presented to a foreign nation by the United States, were received with the highest honors. The Constitution, "Old Ironsides," launched on Oct. 21, 1797, was the first of the new

navy to float the flag with 15 stripes and 15 stars, and she carried it to Tripoli and planted the flag over Fortress Derne in 1805, the first time the Stars and Stripes ever waved above an Old World fortress.

The ship Ann, of Boston, Capt. Daniel Sawyer, carried the first American flag into Smyrna, in 1797. In 1797 a small schooner, the name of which has been forgotten, was launched on Lake Erie, the first vessel to invade the great lake chain under the American flag.

In 1800 the George Washington, Capt. William Bainbridge, anchored under the wall of Constantinople and flung out the Star-Spangled Banner. The nationality of the vessel was reported to the authorities, and they replied that their government had never heard of the United States of America as a nation. Matters were explained, and when the Sultan learned that the ship came from the "New World of Columbus," he sent on board a lamp and a bouquet of flowers as tokens of amity and welcome.

In 1839 the Flying Fish, of the United States exploring expedition, a boat hardly as large as some of the whales she encountered, carried the Stars and Stripes farther south and penetrated the Antarctic Circle farther than any other nation had ever explored. In 1840 Wilks planted the flag on the Antarctic continent, and in the same year the United States schooner Shark carried the American flag on its first trip through the Straits of Magellan.

The flag was first carried to China around the Cape of Good Hope, in 1844, on the schooner Madras, Capt. Wm. Poor, from New York. The flag first made its appearance in the West Indies in 1845, on the ship Edith, of Boston, Capt. George Lewis. Gen. John C. Fremont, "The Pathfinder," was the first to carry the flag across the continent, in 1845-46, and planted it over his headquarters when he and his followers proclaimed the independence of California, on July 4, 1846, and declared war against Mexico. Three days later the Stars and Stripes were raised above the Governor's palace in Monterey, and on the 8th of July on the flag staff in the plaza in San Francisco, hitherto sacred to the red-and-yellow flag of Spain.

## IN THE HOLY LAND.

In 1848 Lieut. Lynch explored the region of the River Jordan and Dead Sea, carrying with him two small boats, the *Fanny Mason* and the *Fanny Skinner*, to launch upon the water, upon which the natives declared it was certain death to venture. He writes:

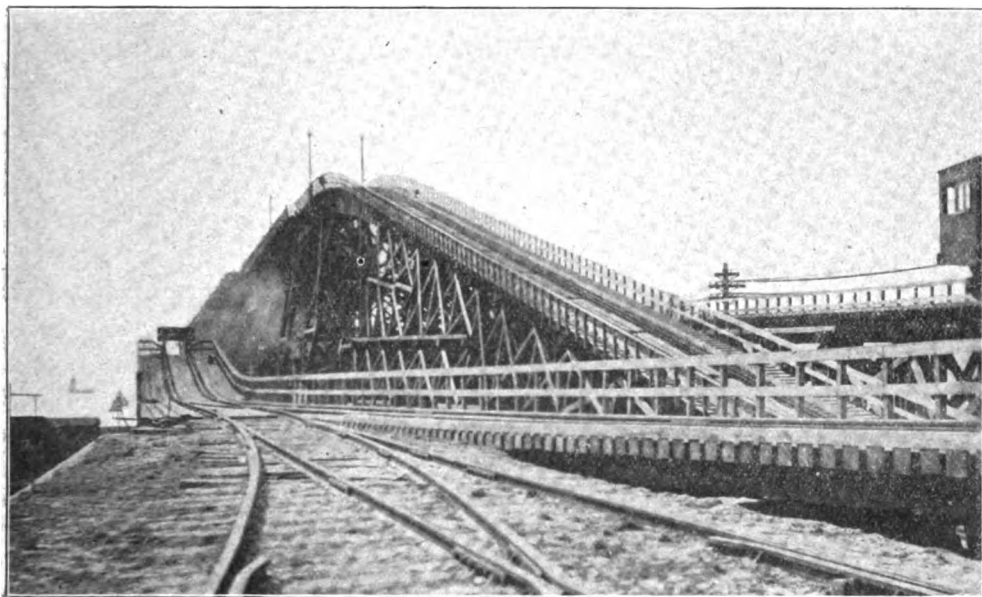
"Friday, March 31, 1848.—Hoisted out the two *Fannies* and landed our effects. Pitched our tents for the first time upon the beach without the walls of Haifa. \* \* \* For the first, perhaps, without the consu-

crying for backsheesh, but we neither shouted or cheered. From Christian lips it would have sounded like profanation. A look upon that lake ever brought to remembrance the words, 'Peace! be still.'

"Buoyantly floated the two *Fannies*, bearing the Stars and Stripes, the noblest flag of freedom now waving. Since the times of Josephus and the Romans no vessel of any size has sailed upon this sea."

## ON THE DEAD SEA.

On the 19th of April the *Fannie Skinner* entered the Dead Sea, and for the first



APPROACH TO VIRGINIAN RAILWAY COAL PIER, SEWALLS POINT, VIRGINIA

lar precincts the American flag has been raised in Palestine."

About the 1st of April the party reached Tiberias, on the shore of the blue Gallilee. Lieut. Lynch writes:

"April 8, 1848.—Took all hands up the mountains to bring the boats down. Many times we thought that, like the herd of swine, they would rush precipitately into the sea. \* \* \* With flags flying we carried them triumphantly beyond the walls uninjured, and amid a crowd of spectators, launched them upon the blue waters of the Sea of Gallilee, the Arabs singing and clapping their hands to the time, and

time the emblem of freedom floated above these waveless waters. On the 28th that flag hung sadly at half-mast when the news reached the party of the death of Ex-President John Quincy Adams, and 'over the echoless sea the dull boom of the national salute—21 guns—thundered the last tribute of respect in that far country to the memory of the new nation's honored dead. A few days later the Stars and Stripes were carried defiantly and undisturbed into the streets of Damascus, though surrounded by a howling mob. A little later the flag was unfurled for the first time "over against the hills that en-

compass the city of Jerusalem," and entered into Jaffa—the Jaffa of the ancients.

#### IN MEXICO.

The American flag was planted on the walls of Chapultepec, Mexico, for the first time on Sept. 13, 1847. It was the flag of the Voltigeurs of Baltimore, Md., and, tattered and battle-rent, it rests to-day in the possession of the State of Kentucky. The first American standard raised in the City of Mexico was presented to the South Carolina Volunteers by the city of Charleston, Dec. 24, 1846. The banner was of blue silk bearing the coat-of-arms of the State on one side and the United States arms and a palmetto tree on the other, with an appropriate inscription. At the battle of Cherubusco the color-bearer was killed. A report of the Senate committee fully detailed the hoisting of this flag above the palace in the City of Mexico. The flag came gloriously back to Charleston and was burned in the State House on Feb. 17, 1865.

#### ON POPOCATAPETL.

On the 11th day of April, 1848, Lieutenant Stone, of the United States Army, ascended to the crater of mighty Popocatepetl, the second highest mountain in North America, and there planted the American flag, nearly 18,000 feet above the sea level.

In May a party of Army and Navy officers ascended Mount Orizaba, which is nearly if not quite as high as Popocatepetl. They constructed a flag before ascending, and at that immense height left it flying to mark the before unequalled feat. This flag was a patchwork affair made of the red and blue shirts of the sailors, the white of an officer's shirt, and had only thirteen stars. The party sat up all night before the ascent to make it. The New Orleans *Delta* in speaking of this at the time, said: "On the highest pinnacle of the frozen summit of Orizaba waves the star-spangled banner! So you may tell Mr. President Polk and his cabinet, and all Congress assembled that they may pass what laws they please, make treaties and the Mexicans issue pronunciamientos, but still will the American flag wave over their country; for who will go up to pull it down?"

A touching incident concerning the flag is related by the Italians. In May, 1849, when the Italian tri-colored banner—

"Red for the patriot's blood,  
Green for the martyr's crown,  
White for the dew and the serril  
When the morning of God comes down,"

was consecrated by the Patriarch of Venice in that city, the American consul was the only foreign diplomat invited to be present. In the course of the ceremonies the commander of the troop called: "Attention! Honor to the flag of the United States of America!" The multitude shouted long and loud: "Long live our sister republic!" Then the people of all classes, soldiers and civilians, who could get to him, embraced the consul and kissed the American flag, pressing it to their hearts while many with moistened eyes reached their hands through the crowd merely to touch it, exclaiming: "*Viva il Console! Vivagli Stite Unite! Viva la grgn Republica!*"

The American flag, though it floated above Japanese waters as early as 1799, was not welcomed to Japan until 1853, when Commodore M. C. Perry landed at Uraya on the Bay of Jeddo. In March of 1854, was celebrated the treaty of Yokohama, which opened Japan to the world after closed harbors for nearly 200 years. The flag then unfurled held thirty-one stars, and is stored in the Naval Academy in Annapolis, Md.

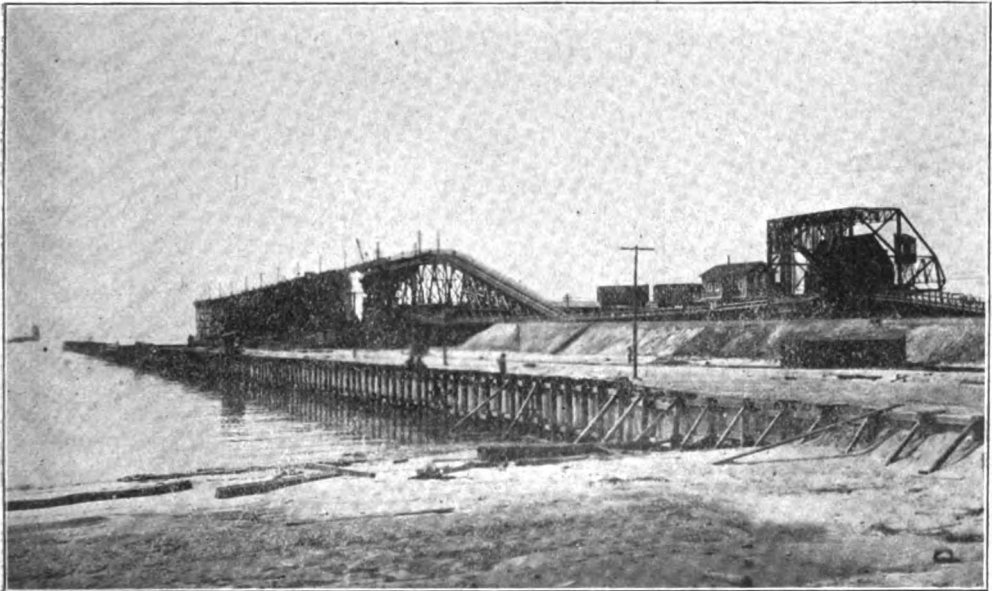
In 1854 Dr. Kane planted the flag on the land nearest to the north pole then discovered, "the first flag that ever waved over that solitude." This flag was the one that was planted in the Atlantic region first, and later had circumnavigated the globe on the Columbia. In 1861 Dr. Hays, of the arctic expedition of 1860, which sailed from Boston, planted the American flag yet further north than ever before. This flag, too, has a history. On the 4th of March, 1861, Dr. Hays, then in the hitherto unexplored regions of the north, hoisted this flag in honor of the inauguration of President Lincoln, although no news had reached them of Lincoln's election, and they did not know it surely until August 14, 1861, when they were returning. Dr. Hays simply had faith that Lincoln would be elected. The flag

was made for the purpose, and had only eighteen stars, because there was not enough material to make more. When they learned five months later that Lincoln had been elected and inaugurated they learned also that their flag had anticipated history a little and that only eighteen states were at that time left in the Union.

The formal transfer and delivery of Russian America to the United States government took place on the 8th of November, 1867, Capt. Festrohoff acting on behalf of the Russian government, and Major-General Rousseau acting on behalf of the United

stripes and fifteen stars, but in 1818 it was changed again to its present design.

Flags are not merely so many yards of silk or bunting. They stand for principles. They represent to their countrymen all that is honorable and enduring, all that is noble and elevating in their country's history and institutions. Indifference to the flag that protects the home is akin to contempt for the institutions which have fostered that home. Contempt for the national institutions breeds treason and anarchy, and anarchy threatens ruin of republican forms of government. For these reasons, if for no



VIRGINIAN RAILWAY COAL PIER, SEWALLS POINT, VIRGINIA

States, United States steamers Ossipee and Resaca honoring the event with a national salute.

The first acquisition of territory ever made by the United States by simply taking possession was accomplished in 1868. The Midway Islands, about half way between the Sandwich Islands and Japan were taken possession of on order from the navy department by Capt. Wm. Reynolds, of the ship Lackawanna—they are a coaling station. On January 13, 1795, Congress passed a bill which changed the flag to fifteen

other, love and reverence for the flag should be taught the little children in every public school of the land from the moment they are old enough to be attracted by its brightness. Justice, unity, freedom, loyalty, and human brotherhood are symbolized by our flag, and these sentiments, born in the hearts of American children, should be instilled in the minds and hearts of the vast aggregation of foreign-born children, who, under the protecting folds of the American flag, are fortifying themselves in free schools for the battle of life.

## FLAG DAY.

June 14 is now almost a national holiday, state after state having recognized it, and the movement widens with each succeeding year till Congress may once again perhaps legislate about the flag, and make its birthday a grand national holiday. The movement towards its observance has taken strong impetus in recent years, especially among the scholarly element of the population, whose patriotism is aroused by the romance of the origin of the American flag.

In June, 1777, a committee of Congress, accompanied by General George Washington, called upon Mrs. Betsey Ross, in Philadelphia, and engaged her to make a flag. They had in mind a design with thirteen white stars in a blue field and thirteen stripes, alternately red and white. They brought with them a rough drawing. Mrs. Ross suggested, that the six-pointed star, which was the one used in the English heraldry as Washington's coat-of-arms, should be changed to the five-point, the one used by the French, Germans and Danes. To illustrate her suggestion, she folded some paper and with a single clip of a pair of scissors produced the star. Washington redrew the flag, and it was formally adopted by Congress June 14, 1777.

OLD GLORY LIVES ON—HOW PERPETUAL LIFE IS  
SECURED FOR THE CAPITOL BUILDING FLAG.

It is a question which no one can answer, what becomes of the flags which fly season after season over the two houses of Congress. The life of a flag exposed at such a height to the tattering winds, naturally can-

not be long. Every now and then, after a storm, a rent is seen in "Old Glory," as it proclaims from the housetop that the statesmen are deliberating. Sometimes the edges are frayed, sometimes a stripe is gone, or, perhaps half the stars may be torn away. Then in a day or two it flies again with all its stripes and its stars, as if it had never suffered by the storm.

I asked what became of the old flags. Nobody knew. What do you do with them? Nothing. They are the same flags; that is, there are no new ones. The old flags are simply mended. There is a patriotic poem in this. "Old Glory" has a perpetual life, the "Old Glory" that presides over the capitol. When a stripe blows away a new one is put in its place, and the same old flag is pulled to the head of the staff. If it is the blue field and stars that are gone, this is reproduced. If only a rent, it is darned; if a hole, it is patched. Then another stripe goes and a new one is added. Soon the old portions are blown away, the newer standing until the new becomes the old in turn, and tears away, and in endless evolution the old flag lives on. It is always the same flag, but from year to year its entire texture is changed, and the small bits are blown away by the wind and other small bits take their place. There is no graveyard for "Old Glory." It has perpetual life. No one can tell when the flag which floats over the senate was bought or made. It is still a perfect flag, but no part of what was first drawn to the mast-head is now in existence.

## Trade Unions

### Organization, Work, Methods, Criticisms

BY HENRY STERLING

Address to Senior Class, Divinity School, Yale University, January 20, 1909

We have observed that the chief economic ills that afflict the laboring population arise from uncertainty of employment, low wages and the exactions of monopoly. We noted that the attack of the organizations of labor is directed alone against low wages, long hours and bad conditions of labor,

notwithstanding these are obviously the outcome of the scarcity of work.

We now have to observe that the union labor movement is not only voluntary, but spontaneous. The impression of some that the perfervid oratory of agitators has stirred up discontent and caused men to

seek in union they knew not what, is wholly wrong. Not all the eloquence that ever flowed could avail to create the smallest union, had not the men been impressed by a conviction that they were suffering from deep injustice. Most unions are the outgrowth of casual rehearsals of grievances, on the street, in the shop, or elsewhere. Someone suggests that a meeting be held to talk matters over. One or two individuals volunteer to find a meeting place, and generally after much irregularity of procedure, sending of a committee to the employers is broached. Sometimes a com-

bettering conditions. The speaker reaches his hearers because he talks to them of everyday things that have hurt both him and them. To them the little advances that his union has made are pictures of things hoped for, but never expected. A resolution is passed to form a union, perhaps names are attached to a promise to join, a committee is authorized to attend to the details and the hat is passed to pay expenses.

In this simple manner most unions are born. Sometimes an organizer from a union already established is sent and first



ELECTRIC COAL CAR, VIRGINIAN RAILWAY

mittee is named, but more frequently those present decide that they are not well enough experienced or organized to venture on such a step. Then some one proposes that a union be formed, and the evening's work usually concludes with appointment of a committee to consult with a union official or some one active in the labor world, as to the proper course to pursue. Another meeting is called and the labor "leader" comes, generally at his own expense, and relates in simple, homely language the hardships which he and his fellows suffered, and what progress the union has made in

suggests the union, but the subsequent process is the same, and there must be a deep sense of grievance or the organizer's work is in vain. It is almost impossible to organize a union in an establishment where the help are well used; but it is also equally difficult to organize one in a concern where the spirit of the men has been broken by small pay, long hours and ill treatment.

The local union is the unit of the somewhat complex organization of labor. The local comprises nearly always men of one calling only. Its first affiliation is with a national union. This national body is

formed by uniting all the local unions of that craft in the country. Usually the national union embraces other trades closely connected with the original. With the International Typographical Union have been united local unions of pressmen, bookbinders, electrotypers, stereotypers, typefounders, mailers and others. The United Mine Workers' Union is made up of all the men and boys, of all callings, who work about the mines. Frequent conventions, made up by delegates from the locals, are held by the national unions, and so close are the relations between the two that the national is frequently called the parent body, though in point of fact the relation is just the opposite. To the national, the local pays regular dues and from it receives stated aid in time of distress. No strike is undertaken by a local without the consent of the national, and often agreements between employers and local unions are required to be underwritten by the national officials.

Perhaps second in importance to its affiliation with the national body, is the union of the local with other unions of different trades in its own city or town. This local union of unions is generally called the central labor union, or by some similar name. It is composed of the union of all crafts in its locality, who send delegates to its meetings, held monthly, semi-monthly or weekly. It has no direct authority over any of the locals, as have the nationals, but nevertheless, if well organized and conducted, it wields great influence in its own community. It deals with all public questions brought before it, and is presumed to speak the majority opinion of the trade unionists in its locality. It supports labor legislation and helps to form public opinion on economic questions. It never hesitates to denounce any measure or move thought to be antagonistic to the interests of the laboring men. It strives to encourage and strengthen weak unions, gives vigorous aid in times of distress, aids in negotiations and conferences, listens to grievances, visits obdurate employers, prosecutes measures of reprisal, and promotes harmony, unity, steadiness of purpose and moral force.

State federations of labor are formed by locals of a state, hold annual conventions,

and work in the whole state along lines similar to those followed by the central labor unions in the cities. They usually place their greatest emphasis on legislative work.

Besides these three affiliations, national, state and city, the local union, if it be composed of men following any of the building trades, will belong to the building trades council, whose functions are almost identical with those of the central labor union, except that it concerns itself largely with matters connected with the building industry. The printing, garment making, teaming and other industries have similar councils, and often like councils are formed for the state.

In addition to these, there are many local unions of various callings for which no appropriate national exists. These unite directly with the American Federation of Labor and also with the central labor union and state federation and such trade councils as may be proper. They are all called federal labor unions.

All these organizations are represented by delegates in the American Federation of Labor. Each federal labor union sends a delegate directly from its own body, but the other local unions are represented indirectly through delegates from the nationals, the state federations and the local bodies.

Conventions of the American Federation of Labor are held annually at such places as are decided upon from year to year. They are attended by many men of experience and conspicuous ability. The proceedings are marked by dignity and decorum and the debates are usually of a high order. However, all labor conventions show a growing tendency to shirk their work and refer fundamental questions to executive committees of officials, who decide them more or less autocratically.

The work of the trade union movement has been mainly along three lines: influencing of public opinion, legislative effort, and the direct improvement of the labor conditions of its members. This last line of work has absorbed most of its time and energy, and its success has been gratifying, though not so great as it might have been

had its efforts been directed against causes instead of effects.

Notable good has been accomplished in the legislative field. Remove from the statute books of the civilized world the laws suggested and supported by organized labor, and nearly every vestige of humane legislation will be gone. Life and limb have to some extent been safeguarded, little children have been taken from labor and sent to school, unsanitary shops have been made tolerable, indecent conditions in factories have been abolished, women have been protected, regular payments in actual money provided for, fines prohibited, sweat shops diminished, operations of money sharks restricted, mechanics' liens secured, free schools and free text books urged for children freed from the mills.

These measures apply to all workers. In its legislative work, at least, organized labor has been supremely unselfish. The good that has come from its efforts is being enjoyed by millions who repudiate it. It has asked nothing for itself alone. It has sought the good of all.

For its own members the most obvious benefits secured by organized labor are increased wages, less hours of labor, better shop conditions. Most of its energies have been employed for the attainment of these particular things. Activity in other lines has been an incidental matter. To the union man, wages, hours, conditions, are the vital things. Efforts for betterment on these lines have met with great success. Every union man enjoys an increase of income because of the joint efforts of himself and his fellow members. In some instances this has been large. It is probably never less than a dollar per week, generally much more than that sum. One dollar per week for three million members amounts to \$150,000,000 per year—a vast sum to turn from the grip of monopoly into the homes of the poor; from the hands of the idler into the channels of trade. Think how happiness and opportunity have been enlarged in those homes so blessed, how the load of the mothers has been lightened and lives of the children brightened. And when the day has been shortened enough, the children may once in a while meet the father face to face. After an 8-hour day has been uni-

versally established, the father will not be compelled to start to work before the children rise in the morning, and return after they have gone to bed at night.

Much yet remains to be done in the way of sanitation and safeguarding from accidents, that the father may not so often be brought home mangled or diseased. The union has attempted much and done something. It can only appeal to the conscience of the community.

The importance of this work of bettering wages, conditions and hours cannot be over-emphasized. An assertion that one-fourth of the money wasted annually by the city of New York would suffice to check tuberculosis in that vicinity, was made in an address by Dr. Woods Hutchinson at the tuberculosis exhibit held recently in the metropolis. "What is killing the people of New York," he declared, "may be stated as overwork, underfeeding and overcrowding, and two of these may be included under the word 'underpaid.' The admonition, the message of the church and of medicine today to the community is not 'give to the poor,' but 'don't take so much away from them.'" Stress was laid upon the preventive side of the tuberculosis crusade by another speaker in the following remarks:

"I do not want to minimize that charity which sends the sufferer from tuberculosis to a sanatorium where he may be cured, and which makes it easier for him, if his case be hopeless, to die. But I want to emphasize that charity which prevents the disease and stops it before the man's trip is necessary."

As an educational force, the benefits of the union are frequently acknowledged. These men meet by the thousand, with no education, no books, no instructors. Gradually, by observation, reason, a little reading and much exercise, they develop an ability that frequently makes them the peer of the brightest. The tumultuous assemblages become orderly gatherings, with a procedure and decorum the equal of many more noted legislative bodies. There is deep feeling there, and strong passions, and a force that leaves no place for intellectual weaklings, but seldom do they break the bonds of accepted parliamentary practice.

Note the change in the status of organ-

ized labor. A few years ago, up to 1824, membership in a union was a criminal offence. Now organization is allowable, even commendable, and men may even strike, for any cause that to them seems good. They may not boycott, although the boycott has been in constant use since the day when the Lord turned away from the burnt offering of Cain, and that individual in jealous rage slew his brother.

In the industrial world these two weapons, the strike and the boycott, have always been the right hand and the left of organized labor. Conferences and arbitration seem to have accomplished much, but neither conference nor arbitration is ever granted unless the men are thoroughly organized and ready to strike and boycott. Committees from workmen were spurned with contempt until strike after strike compelled respect. The long struggle of the manual laborer for a share in the blessings of civilization has not been an easy, triumphant march. Every step has been fought inch by inch. Every concession has been wrung by force from unwilling hands. It is not a thing of the past few years. It began thousands of years ago, when every man who worked with his hands was a chattel slave, when men and women were worked together like common beasts, and beaten or slaughtered with no more consideration. Throughout the ages of agony these two weapons are the only ones that stood him in good stead. The sword proved his destruction. With the ballot he has betrayed himself. The strike and the boycott, actively in force or passively in reserve, alone has proved effective.

The methods to obtain the end desirable are simple. Organize, formulate demands, strike if refused, boycott if the strike is lost. Brutal program, is it not? All force. Yet what else prevails? What effective method, other than this, has ever been suggested, even by the greatest minds, to gain for laborers a share in what an advancing civilization has to give. Aspirations for knowledge, wisdom, education, art, science, literature, culture, bloom in the poor man's heart as well as in the rich. Must he forever forego these things because of lack of leisure and means? Not if long and painful struggle will attain them. And he will

use the only weapons he has. It rests with objectors to suggest better.

The union label has come largely into use since the late 80's. It has created a certain demand for goods known to have been made by union labor. It is a sign that the workers who produced the article on which it appears received reasonable wages and hours, and fair treatment. It has bettered the industrial conditions of many thousands. The purchase of goods bearing the union label is a direct and effective method of assisting the work of organized labor in giving the workers and their children a better chance in the world. The union label can not, however, be a solution for the labor problem, because of the complications that arise in its use, and the fact that only a few unions can avail themselves of its benefits.

Criticism is not nowadays directed against the organization of labor. It has come to be acknowledged that laboring men have the same right to organize for mutual improvement and betterment as professional men, or merchants, or manufacturers. But much fault is found with specific acts of the unions.

First, it is said that many of the demands made are unreasonable. When viewed from the point of the employer, doubtless they often seem to be unreasonable; when the value of the work to society is considered, and the needs of the men and their families, the justice of the demand is always apparent. In reality, the employer is simply an agent between the two parties, the general public and the laborer. When the conscience of the people declares that manual laborers are receiving too small a return for their toil, the employer has to pay more and recoup himself as best he can. Sometimes less hours or more pay brings greater efficiency in the men themselves; sometimes new or improved machinery or processes are devised; sometimes the employer passes the cost along to the consumer, and sometimes the tribute to the landlord, or usurer, or monopolist is diminished or checked. However he does it, the employer must recoup himself, or the business passes into more competent hands. The advances are sanctioned by the public conscience, or they could not be gained.

Consider if you know of any class of laboring men who are being paid more than they should justly receive.

It used to be declared that all these advances to union men decreased the wages of non-union men. That is, the employers recouped themselves for those advances by reducing the pay of the unorganized workmen. But as the wages in unorganized trades have shown some reflection of the increases in organized industries, that contention has been abandoned. Now it is claimed that the increase is passed along to the consumer. In some few instances it is; if the employer enjoys some form of monopoly, it always is, with some increase for passing it, as in the case of the coal trust. But in most instances the increase is offset by increased efficiency of production or a restraint on those who reap where they do not sow. When the price of any commodity has been unduly advanced, it is almost invariably the fact that a monopoly of some kind has secured control.

Some people delight in calling organized labor a trust. If there had been two or three victims on the road to Jericho, and they had joined together to resist the depredations of the robbers, they would have been in the identical position of labor today. The only monopoly they could have would be such weapons and strength and skill as united they possessed. Their only "trust" would be in God, each other and a righteous cause. For them there could be no expectation of gain, their only hope being to retain some part of that which rightfully belonged to them; and so it is with the unions. United and resisting, they retain a little extra of the product of their own labor, and for this they are denounced as robbers.

Unions restrict output, it is said, and doubtless it is true that occasionally a man has been restrained for the general good. But it was an act of mercy, and not of laziness. Because one man has unusual strength, or greed, or a desire to curry favor with the boss, or receives a dollar extra, is no reason why he should be allowed to set a pace that breaks down his fellows with overwork. The hypocrisy of the criticism is seen when no word is said about the trusts shutting down mills to

enhance prices, or about the men who monopolize hundreds of thousands of acres of coal, iron, copper and other mineral lands, and allow no portion to be dug. These restrict output to a greater extent in a minute than organized labor does in a lifetime. And theirs is not an act of mercy. Their distinct purpose is to extort more wealth without work, extract more of the flesh and blood of the poor, without anything in return. The same is true of those who restrict output by grabbing timber lands, agricultural lands, and water ways. More emphatically is it true of those who hold vacant lots in cities. Here are grand opportunities for a magnificent output of homes to relieve the congested slums and disease-breeding tenements; and chances to build factories in which the festering population of the slums might earn a decent livelihood. But the speculators sit tight. Their taxes are nominal, and they can make a handsome profit by restricting the output of homes, and factories, and business places, which in turn restricts the output from the mines, and the forests, and the quarries, and the brickyards, and the farms, and from all the industries that go to feed, and clothe, and shelter the multitude. Why, these restricters of output who hold idle the natural opportunities of labor are the prime cause of all our economic woes.

"Ye strain at a gnat, and swallow a camel." The grafters are not the \$500-a-year laborers, but those who secure wealth without work; and it is not the laborer, but the monopolist, who restricts output.

Union men want union shops. They want to exclude strike-breakers and non-union men from them. Why shouldn't they? By devotion, and labor, and sacrifices, the union men made the positions in those shops desirable. They increased the wages, decreased the hours, and bettered the conditions. And now they are asked to give up the places they have made desirable to "scabs" and strike-breakers. Why should they? What have these traitors to the common cause done to merit the best places? They have betrayed their fellow workman in a critical struggle. They have injured him and his family. They have sacrificed the general good for personal gain. And now it is proposed that union men shall give

up these desirable places to those who struggled against making them desirable. The proposition is immoral. Aside from the sinister desire to disrupt the union while making a plea for fairness, omitting consideration of the right of a man to refuse to work with those obnoxious to him, the intent is to rob the union man of the fruits of his work and sacrifice. He struck for better wages, hours and conditions; let him enjoy them. The strike-breaker scabbed to retain low wages and long hours; let him go and work where those conditions prevail.

Of course the ulterior motive of the cry for the open shop is to cripple the union. To see the strike-breaker in good jobs, with special favors, no dues and no lay-offs in dull times, may discourage and weaken the loyalty of union men. It does. And so the union men resist the mixed shop—part union and part non-union—because it is unfair to them and inimical to the common good.

Much criticism has been aimed at restriction of apprentices. Many employers hire boys and young women at under pay with the pretext of teaching the trade. The learner is seldom, if ever, taught anything, in the true sense of the word, but is set at some minor task pertaining to the business and kept at it until a decent wage is demanded, and then cast adrift, and another hired, and similarly treated. Some establishments have employed alleged apprentices far in excess of the journeymen. Unions have sought to correct these abuses, and have been partially successfully, but great difficulty is encountered in inducing even employers of union men to treat the apprentices fairly. Low pay and hard, menial work, most of it at tasks not an essential part of the trade, is the lot of too many apprentices. Profits on apprentices are lost if a journeyman loses time teaching them. Unions have attempted to fix a ratio between apprentices and journeymen that would provide for the natural expansion in the industry and for the losses by death and otherwise, and insure each apprentice fair opportunity to master the trade. Possibly self-interest has set the ratio too low. It is said that some unions prohibit apprentices altogether. Such a regulation, if it exists, cannot be too bit-

terly denounced. If the ratio is too low it should be increased, and employers should be urged to deal justly with the young persons they secure at low wages under promise to teach the trade.

Of labor injunctions it is difficult to speak without betraying something of the deep feeling which pervades the labor world. The process is of recent birth. Industrial struggles have gone on for ages, but until recent years no one dreamed that any power lay latent in an equity court to intervene in them in such a way as to summarily decide them against the strikers. The exercise of so new, and novel, and unexpected a power may naturally be looked upon with suspicion. But the surprise caused by the issue of labor injunctions by the ordinary powers of the courts was greatly increased when the Sherman anti-trust act was found to enlarge these powers. An act passed to curb monopoly has been found effective only in curbing the exercise by workingmen of fundamental, essential rights. So injunctions have flowed in a stream from the national and state courts, until their number is beyond remembrance, and everything a workman on strike might dream of doing has been at one time or another forbidden by judge-made law.

In October, 1897, when the stream was just gaining a portentous headway, Hon. W. H. Moody, since a member of the President's cabinet, said: "I believe in recent years the courts of the United States, as well as the courts of our own commonwealth, have gone to the very verge of danger in applying the process of the writ of injunction in disputes between labor and capital." They have gone much farther since.

The first wrong in the labor injunctions is that it is procured by false pretences. The petitioner alleges under oath that certain property is in immediate danger of irreparable injury. The writ of injunction is prayed for to protect it. But all the world knows that injunction is not desired to protect the property, but to defeat a strike. It is intended and expected that the injunction, with its involved and undefinable wording, its prohibitions impossible to understand or limit, will so confuse, dis-

may and dishearten the strikers as to force them to submit. And it does.

That these injunctions are procured, not as sworn to in the petition, to protect property, but to defeat strikes, and that it is a conscious purpose on the part of the petitioner to deceive the court and prostitute its powers, is shown by the following extract from a circular signed by the secretary and chairman of an employers' association, issued shortly after a great strike in one of our large cities:

"It would have been impossible to terminate this strike successfully without the aid of the courts, through the process of injunction. The courts were our bulwark, the injunction our only weapon when all other means of defense had been exhausted. Without it we should have failed. This is significant, and cannot be too strongly emphasized at the present time, when the power of the courts is being assailed by demagogues."

Now the property alleged by the petitioners for such injunctions to be in danger, is the capacity of the employer to conduct his business and the good will of his customers. But the capacity of a man to labor in that business, and the good will of such as might employ him, his customers, is not property, according to the courts. (*Worthington v. Waring*, 159 Mass. 421, Dec. 1892.) The personal and constitutional rights of the laborer seem to be of no account in the eyes of the court if the employer alleges his (intangible) property is in danger, and the exercise of many of the ordinary rights of citizenship has been unceremoniously denied him. Of these the most important are freedom of assemblage, of the usual use of public highways, freedom of speech and of the press. The operation of the injunction is to menace punishment for innocent acts, and to deny a trial by jury if accused of a crime or misdemeanor.

It might not be proper to comment upon the celebrated case now pending in Washington, but here is an extract from a similar injunction touching the freedom of the press, issued in a Massachusetts case:

"We, therefore, ..... do strictly enjoin and command you ..... to desist and refrain from interfering with the complain-

ant's business by printing, publishing or circulating, or causing to be printed, published or circulated, a certain paper or circular ....., and from printing, publishing or circulating any other paper, circular, or printed matter intended or designed to deprive the complainant of customers ...." (No. 3736 Eq., Sup. Court, Mass.)

And here is a clause from the constitution of the Commonwealth of Massachusetts:

"Art. XVI. The liberty of the press is essential to the security of freedom in a state; it ought not, therefore, to be restrained in this commonwealth." Further:

"Art. XX. The power of suspending the laws, or the exercise of the laws, ought never to be exercised, but by the legislature, or by authority, derived from it, to be exercised in such particular cases only as the legislature shall expressly provide for. Equity courts suspended the constitution to defeat strikes."

The exercise of ordinary rights is denied, and the execution of the laws interrupted, for what? To defend property? No; to defeat a group of strikers struggling to escape from an intolerable economic condition; to force them into submission.

The courts cannot continue to deny the right of a man publicly to state his grievances. The courts seem to draw a distinction between freedom to denounce wrong in the government, politics, politicians and public men, and freedom to denounce wrong done by concerns whose business may be hurt if the truth be told about them. The most effective way to right a wrong is to tell it to the public. If a man's business can be hurt by telling the truth about it, the quicker it is told the better for the public welfare. But if in telling his grievances the workman speaks falsely, he should be subject to the same procedure, the same laws, and the same punishment as other citizens are subject to, and not be forbidden to speak, and railroaded to jail for contempt of court if he opens his mouth.

The workmen injured while at their employment, the courts have placed in a class by themselves and denied every right of recovery enjoyed by other citizens. The legal doctrines of fellow-workmen, assump-

tion of risk and contributory negligence deny any adequate satisfaction for damage done to the employe, whatever the cause. The result could have been foreseen. The employer relieved from proper responsibility in damages to his injured workman, our industrial world has become a shambles. It is cheaper to kill a man than a mule. Men are killed and maimed and mangled at a rate unknown anywhere but here. Millions of desolated homes are the direct outcome of the Massachusetts decision in the early 40's that the engineer injured by the carelessness of the switchman could not recover because they were fellow servants.

Autocratic authority, wherever it may reside, is destructive of liberty and progress. Judges in equity, and in the interpretation of the constitution and the common law, exercise such power. So do legislators, within ill-defined limitations.

When the law is under control of the whole people, through the power of legislation direct by them when they so choose, the right of the lowly can be safeguarded—

and not till then. We need a further extension of the franchise, to measures, as well as men. Some progress can then be made toward more just industrial conditions—and not till then.

I know of no institution of our civilization whose aim is to secure justice for the lowly, except the trade union. The church dispenses alms, the courts and legislatures are so engrossed in the defence of the rights of property that they forget that humanity has rights which ought to be respected, if not by them maintained. Organized labor's sole purpose is to defend and advance the rights and interests of the workers. It is doing a great work, but it will fail, and will lose much of the ground it has gained, and many of the rights formerly secured, unless it bends earnestly to the attainment for the whole people of still greater rights—the enlargement of the franchise, the right to the earth, freedom from the exactions of the monopolist and the money-lender.

## Wooing the Widow

BY T. G. TOMES, IN "THE LONDON RAILWAY REVIEW."

Jasper Brown, with an air of profound wisdom, leaned across the deal table, and whispered huskily to Silas Clegg that Mars' Jones was in rare form tonight.

Silas Clegg removed the pipe from his mouth to nod an emphatic approval, and then turned round to scowl fiercely at a latecomer, who, in a most praiseworthy effort to make as little noise as possible, had somehow managed to get wedged in between the door and a form. And with much shuffling of feet upon the sanded floor was busily trying to extricate himself.

During this slight interruption Mars' Jones paused for a moment, and leaning back in the old-fashioned arm-chair at the top of the table gazed complacently down the room.

It was a Saturday evening in early autumn, and the snug little bar-parlor of the Boughton Arms was comfortably filled with a select company of long-established patrons, who, with their blue pint mugs of

ale before them and their clay pipes well in evidence, had been intently listening to the rugged eloquence of the village oracle. The disturbance caused by the entrance of the latecomer had now ceased, in fact that worthy, with a kind of an apologetic grin upon his broad, good-tempered features had speedily subsided into a vacant seat under the austere direction of Silas Clegg; yet still the chairman paused, and pondered deeply.

Mars' Jones had been in a very peculiar mood all the evening. Politics had been the question, and he had handled the subject in a bitter, sarcastic manner. With strict impartiality Mars' Jones had overthrown the government, shown up the Opposition, abolished the House of Lords, and settled the Irish question once and for all.

Who could guess what his mighty intellect was grappling with as he sat there in state? Perhaps he was forming a brilliant parliament of his own, and was busy elect-

ing its members from the old familiar faces in the Boughton Arms.

But as he mentally wrestled with these unknown problems the door opened once more. And this time a distinct shade of annoyance settled upon his countenance, which was somehow visibly communicated to Jasper Brown and Silas Clegg, his warmest supporters, while a flutter of expectancy seemed to animate the rest of the company present.

Not that there was anything particularly remarkable about the gentleman who now entered to cause any uneasiness. He was just an ordinary looking, sharp-featured little person. But it was a well-known fact throughout all Boughton that the village was not large enough to hold two such individuals as Mars' Jones, the undertaker and general dealer, and Joshua Green, the baker. In other words, they were deadly rivals, both for popularity and for love. In the past it had always been an intellectual treat to get the two together and listen to their opposite opinions, for never in the memory of man had they been known to agree upon any subject under the sun; still, in all their arguments they were distinctly polite to each other. But of late severe complications had arisen, florid epigrams had given way to veiled threats, classical quotations, slightly mixed, had changed into contemptuous allusions of a purely personal nature; war, stern war, had been declared between them, and all owing to the Widow Murfitt, of No. 6 Brooke's Cottages. To make matters worse, there were some of the folks who hinted that it wasn't only the widow they were after. This, of course, was only a side issue, although each of the rivals had been heard to openly accuse the other, when he was not present, of mercenary motives.

But though it was popularly supposed by the entire village that the lady in question was highly flattered in finding herself the object of such delicate attentions from two so distinguished gentlemen, neither of them had as yet been able to boast of any particular success. Things were just at this critical stage when Joshua Green marched into the Boughton Arms, and, after a studied look of unutterable contempt at the

chairman, very leisurely proceeded to make himself comfortable.

"Been a nice seasonable sort of day, aint it?" he began in genial tones.

"Order, please," cried Silas Clegg, with an air of surprised displeasure.

"Hallo, what's the matter with you?" demanded Joshua. "Don't you feel well?"

"Silas means as how you're out of order," explained Jasper Brown, reproachfully.

"What do you mean by out of order? Why I never felt better in my life."

"What I mean, Mars' Green," said Silas, coldly, "is that you're out of order in speaking to the company; you must ask all questions through the chairman."

"Are you the chairman?"

"No, I ain't," returned Silas, shortly.

"Then what's it got to do with you who I speak to?"

"Nothing," was the curt reply.

"Gentlemen," interrupted Mars' Jones at this point, "please to remember this ain't a loo-natic asylum."

"Then how did you manage to squeeze in?" queried Joshua, rudely.

"Shame!" cried Silas Clegg very feelingly on behalf of his champion.

"So it is," said Joshua, wilfully mistaking the remark, "and I considers we ought to have his humble apology for being here."

A delighted titter was heard from some, and murmurs of disapproval from the rest of the company at these words, during which Mars' Jones, putting on his most stately demeanor, rose slowly from his chair, and in a very impressive fashion made the following dignified little speech:

"Gentlemen, it ain't often as I hears myself insulted same as I have been tonight, not as how I takes much notice of it, for same as you can't expect a jackass to whistle like a throstle; neither can you expect some people to behave like gentlemen—'taint in the breed. But what I do say is this, loo-natic asylum or no loo-natic asylum, I'm as good, and perhaps better, as here-a-man and there-a-man in all Boughton—either at talking common sense, trying to act like a gentleman, or a-courting the Widow Murfitt. And if there should happen to be a man in this y'ere room that don't like it, he can accept my very humble invitation to put it in his pipe and smoke it."

Thunders of applause marked the termination of this remarkable oration, and all eyes were at once directed towards Joshua Green, awaiting his immediate reply. They were not kept long in suspense, for hardly had the speaker resumed his seat before Joshua was out of his; and, springing upon the table in order to get a better effect, gave a characteristic answer to his rival's defiance.

"Gentlemen, no doubt you've all been highly entertained in listening to that object above there, who's been spitting out his venom with a voice like a dyspeptical fog-horn. It's a funny thing, but as he stood there a-swaying in the breeze he put me in mind of a toy balloon—let him alone and his very emptiness will keep him from falling down and hurting himself; but touch with the light of intelligence, and his own gas would be his destruction. I fancy I heard him mumble something about the Widow Murfitt. Well, if it's any satisfaction for him to know, I can put him out of his misery by saying that I am still running in the matrimonial handicap—first favorite, and what's more, I don't intend to get scratched. That's all, gentlemen."

Joshua stepped down with a satisfied smile at the tremendous ovation that greeted him, and Mars' Jones was about to say something spiteful, when the good-tempered individual who had entered late timidly ventured to make a remark.

"Silence, order, keep quiet there!" shouted Silas Clegg, angrily.

"Here, you shut up," said Joshua Green, with sudden emphasis; "this is a free country, and anybody can talk as wants to. What was you going to say, Alec?"

"Well, it's like this," began Alec, bashfully. "It seems to me that there 'pears to be a bit of trouble between two certain gents, and it's all about the Widow Murfitt. Now I've been thinking, as the saying is, that as neither of 'em seems to know exactly who is going to be number two, how it would do if we was to form a committee and give 'em the power just to go round to the widow and ask her all nice and polite, as the saying is, which of 'em she'll have. Them's my sentiments, gentlemen, and I'm much obliged to you for listening."

"'Taint a bad idea," said Jasper Brown,

thoughtfully, "only I don't see as we wants to form a committee. What do you say if we all go round there at once?"

Now it certainly must have been very gratifying to the originator of the plan to find how unanimously the idea caught on. And how exceedingly anxious they all appeared to be to start off at once, with the possible exceptions of Mars' Jones and Joshua Green, who by no means shared in the general rapture. In fact, two more surprised or disgusted looking gentlemen would have been hard to discover just then. But, of course, that did not matter, for when a man is a public character his private feelings are not to be considered.

So it came to pass that amidst a prolonged buzz of conversation Silas Clegg, with a very majestic air, apparently moved a most important resolution, of which nobody took the slightest notice. Consequently, finding himself hopelessly in the minority, he finished his pint of beer with a sigh of bitter resignation and hurriedly joined the others, who by this time were assembled outside the Boughton Arms.

The preparations for the official visit did not take long in getting ready. They made it as imposing as possible by forming two groups. In the center of the first they placed Mars' Jones—for once silent and surly. While in the second group, with a sheepish look upon his face but the light of battle in his eyes, marched Joshua Green.

The old church in the valley was chiming the hour of 9 o'clock when they started upon the momentous journey. Borne upon the breeze from a distant wood came the throbbing notes of a nightingale in full song. And the golden cornfields, dew-spangled hedge-rows, and ivy-covered cottages were bathed in the rich mellow light of a full harvest moon.

It was an ideal night for a tale of love, but it is to be doubted if any of the party were troubled very much with the spirit of romance. True, Jasper Brown regretted audibly that they had not enlisted the services of the local brass band to enliven the proceedings as they toiled slowly up the winding country road leading to the farther end of the village, where Brooke's Cottages were situated.

Silas Clegg was also heard to whisper mysteriously to Mars' Jones that it was a great pity they hadn't borrowed the large banner from the Assembly Rooms, but Mars' Jones only scowled heavily and maintained a stony silence.

Several rustic travelers and a small army of children had by now swelled the ranks, each and every one laboring under different ideas as to the reason of the whole affair, but all agreeing that, as no one offered any explanation, it must be something very important indeed.

At length the deputation reached their destination, and after a brief consultation it was finally understood that Silas Clegg should be the spokesman, assisted by Jasper Brown, also that as many as possible must gain admission into the cottage with them to witness negotiations, the remainder to stay outside and preserve strict order.

It was a very comely and tidy little body who opened the door in answer to the loud knocking, and gazed in consternation at the crowd. Presently her eyes caught the manly forms of the two rivals, each under strong escort; and somewhat reassured by their presence a curious little smile began to dimple the corners of the widow's rosy mouth.

"Is there anything the matter?" she asked, looking from one to the other.

"Well, ma'am," replied Jasper Brown, diplomatically, "we've got a few words to say if you'll kindly allow us in the kitchen."

"Certainly," said the widow, pleasantly; "come inside, that is, if you can all find room."

About half the deputation, including Mars' Jones and Joshua Green, at last gained admission. Then the door was closed, a cheer was heard outside, and Silas Clegg, stepping forward, began to speak on behalf of all present.

"You see, ma'am, it's like this. Us chaps are in the habit of meeting together pretty reg'lar in a sort of a mutual improvement way. ('Hear hear.') We has our little arguments, and we has our little speeches; but as a rule we're a very sociable lot. (A Voice: 'That's a fact.') Now for some time past we've had one man——"

"Two men," interrupted Jasper Brown, softly.

"We've had *one* man," continued Silas, doggedly, "who's been a kind of a leader——"

"No, there's been two of 'em, Silas," remarked Jasper, gently.

"Look-a-here," said Silas Clegg, savagely, "are you telling this yere tale, or am I?"

"Why, you are, of course," replied the other, conciliatingly.

"Then let me get on with it. I say we've had one man; the other's only an *inter-lop-er*. (Sardonic laughter from Joshua Green.) Yes, you can laugh. Well, as I was saying, it appears that our man, Mars' Jones—him a-standing near the window, has been a-paying his respects to a certain lady. Now the other fellow—him over there, he comes down tonight and spoils our meeting by saying as how he's courting the same party—see?"

"No, it was Mars' Jones who began it," interposed Jasper, anxiously.

"If you interrupt me again, Mars' Brown," said Silas Clegg, threateningly, "I shall move a resolution and call this meeting closed; recollect I'm the speaker here. Now, ma'am," he continued, "seeing as how we can't afford to have our debates upset by jealous, bad-tempered people coming in to argue about their love affairs, we thought it best to find out for ourselves by stepping down here and asking you to settle the matter."

"By asking me!" gasped the widow in astonishment.

"Why, of course; it appears you're the party they're after."

"Oh, indeed, am I?"

"Yes, and as neither of 'em seems to rightly know who it's going to be, perhaps you'll make up your mind and give us an official decision," concluded Silas, authoritatively.

"May I offer a word upon the subject?" suddenly inquired a burly-looking gentleman who had entered unobserved, and listened to the orator's eloquence.

"You!" sneered Silas, rudely, "who are you, and what have you got to do with it?"

"I fancy I heard you mention that you were the speaker for these men."

"And so I am," replied Silas, proudly; and then looked rather disconcerted as the other deliberately removed his coat and rolled up his shirtsleeves.

"Here, what are you going to do now?" he demanded, watching the operation uneasily.

"I'm going to throw you through the window," was the grim reply.

"But wha—what for?" faltered Silas in alarm.

"For insulting my wife," thundered the burly-looking gentleman.

Things were getting decidedly serious, for it certainly seemed as if he intended to fulfil his promise. But at that moment the lady intervened, and after some very profuse apologies from Silas peace was proclaimed. Then, with a smile, she turned to the company, and specially singling out Mars' Jones and Joshua Green, very proudly introduced the burly-looking gentleman as her husband.

"You see, we were married early this morning at Claypool—my husband's home, so perhaps that is the reason why you Boughton people have not heard of it yet."

"But if there should be anybody present,"

added her new lord and master, darkly, "who happens to feel personally affronted, or is not perfectly satisfied with our domestic arrangements I shall be very pleased if he will kindly mention it."

Nobody feeling inclined to accept the challenge, after a rather awkward silence, the company respectfully took their leave, and joined the remainder of the deputation outside, who were already beginning to get very impatient.

It was remarked that during the journey homeward both Mars' Jones and Joshua Green seemed lost in thought, until suddenly looking up and catching each other's eyes they gravely saluted and then solemnly shook hands.

And now it is known—not only in all Boughton, but for many miles around—that there are not two greater friends to be found anywhere than Mars' Jones, undertaker and general dealer, and Joshua Green, the baker.

## European vs. American Trades Union Leaders

BY THE REV. CHARLES STELZLE

Two months recently spent in the leading industrial centers in Europe gave me an opportunity of comparing the labor movement and its leaders abroad with the men and the movement in America. The trades unionists on the other side seem to have been developing a company of specialists who direct them in their efforts to secure specific legislation in Parliament, or in obtaining concessions from their employers. In such matters as child labor, old age pensions, woman's place in the state and in industry, in educational questions, and in temperance, the English workers in particular have a group of leaders who have no superior in any walk of life. They are the authorities on these subjects. While the American labor leader's knowledge of men and affairs is probably more general than his European brother's, the leaders in Great Britain have made a more careful study of economic subjects, and they are in a position to intelligently direct legislation with reference to these problems. No

doubt this situation is due to the fact that European labor men have for a longer time been confronted with such questions, and they have been longer "on the job."

Another marked difference is the comparative interest in politics. Every trades unionist in America knows the difficulty of enlisting the workers in this country in a political campaign. We seem to be opposed to anything that appears like a "working-man's political movement," probably because in the past such movements have often been complete failures, and because few of us believe in class distinctions. But the organized workmen abroad are in politics with enthusiasm and with most excellent results. The English Parliament has thirty-one labor members elected by the Labor party, and about twenty additional members elected by the miners, who co-operate on all matters that are of common interest. They are a force to be reckoned with. The government recognized the labor wing in Parliament in its appointment of John Burns

to the cabinet. While in a minority in the House of Commons, the Labor members are in a position to dictate favorable labor legislation to such a degree that they have brought about many reforms which will be of value to workingmen.

One of the remarkable features of the trades union movement in England is the strong temperance sentiment existing among the leaders. Fully two-thirds of the men in Parliament are total abstainers, and probably none could be said to be reckless drinkers. One such who was discovered to have imbibed too freely, making a spectacle of himself, publicly apologized to his constituents, and promised ever after to abstain from all intoxicating liquor. There is an organization composed of trades unionists exclusively known as the "Trades Union Officials' Temperance Fellowship." Every member is committed to total abstinence and to the effort to have trades union meetings held in halls which are free from the influence of the saloon. One-half the delegates attending the annual convention of the British Trades Congress are members of this Temperance Fellowship and each year they have a "tea," which is the occasion of a temperance propaganda among the delegates who are not yet identified with the movement. The best men in the English trades union movement are connected with the organization. While the sentiment in favor of temperance is not so strongly developed in the American Federation of Labor, it is gratifying to know that it is rapidly growing, and the time is not far distant when the American labor movement will be freed from the curse of strong drink.

When it is remembered that most of the labor leaders in Great Britain received their training as public speakers in the church, many of them having been lay preachers, it is not surprising that over two-thirds of the Labor members in Parliament are actively interested in or affiliated with some church organization. Many of them frequently speak at the great church brotherhood conventions, which brotherhood, by the way, has an active membership of half a million and is composed mostly of workingmen. It is in these church brotherhoods that the Labor Party has much of its

strength and to them that it owes considerable of its success. It was my privilege to address a number of their mass meetings in London, Glasgow, Edinburgh and Manchester, and I discovered in them a strong trades union sentiment, as I referred more particularly to such matters. Our American labor men are just beginning to catch on to the value of having the church with them, and they are beginning to realize that even the American church is composed very largely of their own class.

Socialism is more strongly developed among the leaders in Europe than it is in America, but the Socialism over there does not seem to have the bitterness and the malice that I have discovered in this country. It is more constructive, and less destructive. It is not making the mistake that the church and religion must necessarily be *opposed* to Socialism because it may not unequivocally endorse it. I refer, of course, to the kind of Socialism which is free from the immoralities of the extremists. As a matter of fact, many of the leaders of Socialism in England are churchmen, particularly those who are members of Parliament. It is also true that many of the leading ministers are Socialists, so that it would seem that they have proven to their own satisfaction that there is a kind of Socialism and a kind of church which are not necessarily antagonistic. The Socialist leaders in Germany, France and Belgium I found to be almost solidly opposed to and fighting the church, but this opposition is due, particularly in Germany, to the attitude of the State Church, which must, of necessity, stand by the government, whether that government be good or bad, although it should be said that the government is not necessarily bad. In practically every country the people have just about the kind of a government that the people want.

The reception accorded me as a trades unionist, was most hearty. This was especially true among the men who have attended the annual conventions of the American Federation of Labor as fraternal delegates from the British Trades Union Congress. It was in this way that they showed their appreciation of "the many kindnesses" shown them while in America.

# A Smoker's Paradise

BY FREDERICK J. HASKIN, IN "CINCINNATI CHRONICLE."

While cigars of excellent quality are produced in numerous well-regulated factories throughout the United States, the superiority of genuine Havana cigars has long remained and still continues an undisputed fact. Although the members of the tobacco trade may be more or less well posted on the conditions surrounding the manufacture of high-grade cigars in the Cuban metropolis, there are many phases of the industry they're not posted on.

The fame of the city of Havana is the fame of its cigars. Wherever there is a cigar smoker the standard of his delight is the aroma of the Havana weed. Wherever there is a cigar maker the greatest praise of his wares is the boast that it approaches the excellence of Havana.

Poets have sung the praises of the Havana cigar, sages have been lifted on the clouds of its ethereality, grave scientists have analyzed its properties, kings have acknowledged its spell, pontiffs have received its incense. The Havana cigar is unique among luxuries.

It is almost a misnomer to refer to the "manufacture" of Havana cigars. They are made by human hands, of course, but so intricate and delicate is the operation that the mechanical feature is lost from sight in the artistic. There is nothing whatever in the process of making Havana cigars which suggests to the American mind the idea conveyed by the word "factory."

One walks down a residence street in Havana, admiring the beautiful iron grille work which bars the windows and speculating upon the life stories of the people to whom these prison-like palaces are home. In the midst of these houses, there is one finer than the others, larger and more beautiful. "Who lives there?" is the question. "No one. That is a cigar factory."

In another section of the city one finds an imposing group of public buildings, and, among them, one more imposing than all the others. It is a cigar factory.

In a business street there are many handsome houses devoted to all sorts of trades and displaying their colors by means

of great signs and advertising placards. Here one finds a handsomer building than the others, and no announcement of its character other than a modest brass plate on the door. That is another cigar factory.

Entering one of these factories is like nothing else in sightseeing. There is the patio with its garden of palms and flowers, its sparkling fountains and its easy chairs. There is marble-tiled court and the marble stairway.

The sun is excluded and the air is cool. But it all is heavy with the indefinable aroma which is exhaled by Vuelta Abajo tobacco, and by nothing else in the world.

Entering the great warerooms this odor becomes so heavy that one is almost overpowered. The tobacco is received into these warerooms from the plantations in the province of Pinar del Rio, where the best tobacco on earth is grown.

The larger and more perfect leaves are reserved for "wrappers," to go on the outside of the cigar and to give it finish. These leaves are packed ten in a hand and are cared for as if they were worth their weight in gold—which sometimes is literally true of the very finest leaves.

The smaller, coarser and broken leaves are the "fillers," and they are packed with as much care, but with less regard for the individual leaf.

The bales are unpacked and the precious wrappers are taken from their palm-leaf nest. A brawny workman takes a "hand" in each of his hands and immerses the tobacco in a tub of water.

He then stands on a cement floor and exercises every muscle in his body to shake the water off the tobacco leaves. That process leaves just the right amount of moisture on the outside of the leaf and permits the leaf to absorb a certain amount and makes it pliable.

The "hands" then go to the selectors, who unfasten them and examine each leaf separately with great care and skill. The wrappers are sorted here according to size, texture and quality. This leaf selection is

a great art, and adept selectors command high wages.

Not infrequently one may see a millionaire manufacturer himself at work at the selecting tubs.

In the meantime various grades of fillers have been blended under the direction of an expert, who has learned just what combination of different kinds of fillers will produce a particular flavor. That flavor must be brought out, for by its virtue a certain brand has become famous, and the very reputation of that brand is worth more in dollars and cents than the whole physical property of the factory building and all.

After being inspected and passed upon by half a dozen experts the tobacco is ready for the hand of the artist, who is to mold it into a cigar.

The cigar makers sit at little tables, made with a hood not unlike that of a roll-top desk without the rolling top. At one hand is a pile of fillers dumped loosely on the table.

In front is a little stack of the priceless wrappers. There is a ruler with a measure cut in its side, by which the size of the cigar is regulated. A little cup of paste and a peculiar knife, which looks like an artist's palette cut in half and sharpened on one edge, complete the outfit.

With the skill born not alone of long practice, but of family pride and a true workman's devotion to craft, the cigar maker selects the filler, twisting the small leaves in the inside, tearing and splitting them until they form just the right sort of core, wrapping larger and larger leaves about them, and all with a carelessness that is sublime.

Then the careless look leaves his face. He takes up the wrapper and becomes intent and serious. Carefully and slowly the perfect leaf is wrapped tightly about the filler. Carefully the curved edge of the flat knife cuts away the waste, carefully the tip end is pasted and molded into shape.

Carefully the cigar is rolled under the flat knife until it is round and smooth. Finally it is finished, a perfect cigar, and the maker resumes his careless mien.

The cigar-making room is a great sight. A half-thousand men are bending over their tables, making cigars. They are well-fed

and well-paid workmen, but they are a motley crowd. They are of mixed races, and their faces present every shade of color, from the pale blonde of the Basque mountains to the ebony of the Kongo.

In the center of the room, on a high platform, sits the "reader." The reader is the one great institution of Havana cigar factories. Havana has sixteen daily newspapers, fourteen published in Spanish and two in English.

The reader goes through each of the fourteen Spanish papers every day. Then there are magazines and novels to read. The object is to keep the men from gossiping with each other.

The result is that men do more work in a day, that they get more money, as all cigar makers are paid by piecework, and that they are kept well informed on the news of the day. Besides, there is a lot of fun in it.

The cigars, having been made, they are taken to the selector's table, where great skill is again required. These tables are invariably placed under a high window on the north side of the building.

The northern light is more even, and is not affected by the direct sun. But even this light must not fall directly on the table, so the high window sill sends it above the head of the selector.

He lays the cigars out before him in scores of little piles, graded according to color.

To the eye of the novice a dozen piles may be just the same, but the expert knows that they are different in color, and furthermore, he knows that under some conditions the difference would be perceptible to the layman. For the honor of the brand the cigars must be packed according to colors without the slightest variation.

After having been sorted by colors, the cigars go to the packer, who carefully arranges them to go in the boxes. With the finer grades each cigar is handled and examined separately. Any cigar which is not entirely up to the standard is rejected by the packer. Once placed in the box, made of the famous Spanish cedar, which is absolutely necessary to perfect the aroma of the finished product, the cigars are pressed in and made to fit.

Then they are taken out once more, and the fancy bands are pasted around their middles by young girls who work with incredible rapidity. The cigars are returned to the box, the lid nailed down and there is another box of Havanas all ready for shipment.

Here is a special box made to hold 6,000 cigars. It is being filled for a fashionable club in London. Here is a small carton of cigars which would retail in the United States for \$4 each.

The best cigar maker in the house can make more than five or six of them a day. They are destined to regale the imperial

heart of the Czar. Here is a consignment of short and ugly bulldog cigars for a famous Wall Street magnate. And in this particular factory the very cheapest cigar that is turned out would retail in the United States for 15 cents. In Havana such a cigar may cost only 7 or 10 cents.

Statistics might show how much the Havana cigar business means to the trade of the island and all that, but it isn't necessary to quote figures to prove the quality of Havana cigars. They are deliciously luxurious and indescribably superior. Havana is the smoker's paradise.

## Year's Work at the Iowa State Tuberculosis Sanatorium

### 80 Per Cent Apparently Cured

In an effort to curtail the annual exodus of hundreds of citizens to western states and to afford relief to those whose financial condition renders effective treatment here or elsewhere impossible, the Iowa state legislature three years ago decided to provide an institution for the treatment of tuberculosis.

The State Sanatorium located at Oakdale, near Iowa City, was opened to patients on February 1, 1908. For the year just ended, two hundred and thirty-six patients have been admitted, having reached its capacity in November with an average of seventy-seven patients. During the year more than four hundred have been turned away as too far advanced to be received. Of the total number accepted only thirty-three, or fourteen per cent, proved to be incipient or early cases, and of this class eighty per cent, who remained over two months, were sent home apparently cured.

The sanatorium was built and equipped for the treatment of incipient cases only, but while room was available the more favorable of the advanced cases were accepted on trial for treatment. Of these ninety per cent who remained two months showed marked improvement. Such gratifying results justify making provision for the treatment of this class of patients.

The statement that tuberculosis strikes down those of greatest value to society is

abundantly proven by the fact that of the two hundred and thirty-six admitted for treatment one hundred and six, or nearly fifty per cent, were between the ages of twenty and thirty years. While generous appropriations are being made each year for the support of education, how much more important is it that equally liberal expenditure be approved by the state for the eradication of a disease which is levying its toll of death annually upon hundreds of young citizens just as they are prepared to enter the most productive period of life.

People all over the state have been astonished at many of the remarkable results observed in friends who have been patients at Oakdale. This will be readily understood from the fact that many have returned home who have gained from twenty-five to forty pounds, with corresponding improvement in their lungs.

So accustomed have people become to look upon the west as the only place where lung trouble can be successfully combatted that it is with difficulty they can be convinced that this is but another popular fallacy which medical science long since exploded. As an incident in point the experience of some who have left the sanatorium and gone west might be cited.

Three patients who have done this write after several months sojourn in the West that they have not done so well there. One,

a physician from the southern part of the state, after five months in Colorado writes, "Tell the patients in the sanatorium they are better off there than here," To many Iowa people it is a revelation that consumption can be cured at all. To many others it is a greater revelation that it can be successfully treated without severing the friendships and associations of a lifetime and migrating to some far off land where hope lends faith to the fancy that by some phenomenon of nature relief may be obtained without regard to the rules laid down by medical science.

The sanatorium is effecting cures. It is doing more. It is educating the people of Iowa to the necessities of the work undertaken and pointing the way to what is certain in time to result in at least a partial eradication of the Great White Plague. It is disseminating a knowledge of sanitation which will minimize infection and remove the necessity for treatment on so broad a scale.

Two facts stand out in bold relief as emphasizing the necessity of enlarging the sanatorium equipment. As stated above, eighty per cent of the incipient cases treated were sent away apparently cured, while more than four hundred have been denied admission because too far advanced. It requires but a single mathematical deduction to make clear how many of the latter might have been cured had earlier provision been made for their treatment.

What are these young lives worth? What are the lives of hundreds of others who are traveling the same pitiful path to the grave worth? Will the great state of Iowa continue longer to witness with indifference this shocking harvest of death or will her

legislature arise to the necessities of the case and broaden the scope of the only known method of treatment, the sanatorium, until all may be cared for?

From now on it will not be wholly a matter of rejecting advanced cases. The sanatorium is full and unless enlarged many patients who might be successfully treated must be kept on the waiting list while every week makes more remote their chance of recovery. Without means many are unable to look for treatment elsewhere. More than half of the patients treated during the past year were supported by the state. Their only avenue to health is through the sanatorium.

The legislature has been asked to appropriate funds to enlarge the scope of this institution. The appropriation asked for will not make it possible to provide for all applicants but it will help. In preparing the budget the superintendent has endeavored to economize to the last degree in every direction. It is simply a question of whether means shall be provided for more effective treatment and the accommodation of a larger number of afflicted persons who desire admission to the sanatorium, or whether the work shall be confined to its present limitations, which in extent has already proven entirely inadequate.

Surely the legislators of the state, in appropriating funds for the arrest of a disease so malignant and one which involves the homes of all classes alike, can do so with the knowledge that the tax payers are becoming acquainted with the magnitude of the destruction being wrought by tuberculosis and will approve any reasonable steps necessary to arrest its further spread.

## The Problems of the Distant Signal

BY T. F. BERRY, IN VICTORIAN RAILWAY MAGAZINE, MELBOURNE, AUSTRALIA.

It seems incredible that the distant signal should, after so many years of daily use, still possess mechanical imperfections, and that notwithstanding the universal and constant attention of railway engineers its problems seem no nearer settlement.

The distant signal was introduced in 1848.

Prior to that the home signal was situated some distance from the station—a position it still occupies at a few places in remote districts where a distant view of the home signal is obtained, and the repeating signal is therefore unnecessary. In the early period, prior to the adoption of the block tele-

graph system, a train standing at the home signal was not afforded any protection, and in order to meet that deficiency, another stop signal was erected between the outer signal and the station, at which a train could stand under protection until the station was prepared to receive it. Both signals appear to have remained in use for some time after the adoption of the sectional telegraph systems at present in use. In the early stages of the block telegraph system the line was signalled as clear and another accepted when the preceding train had arrived within the outer home signal, and, as may be supposed, irregularities occurred in which trains were signalled as having arrived complete, and a second train accepted while the section was obstructed by vehicles which had become detached from the first train. These irregularities led to the adoption of the complete train signal, viz., a white flag by day and a red flag by night attached to the rear vehicle. There were no signal boxes at that time, the telegraph being operated by the station officials. With the adoption of the tail signal and a proper observance of its principles, the outer home remained useful only as a means for distantly repeating the signal exhibited at the inner semaphore. But these semaphore signals were, however, often found to be at variance, and when the interlocking system was introduced in 1846, it quickly evinced the superiority of its principles by a demand that the outer signal should be mechanically secured at the danger position until the inner signal had been lowered. Subsequently complications arose, owing to the outer home signal still being treated as a stop signal, and its arm was consequently altered in design and it became known as the distant signal. This was in 1848, and it has since served as an indication of the boundary or limitation of local operations, and also as a means of repeating the signal exhibited at home, but generally as a non-stopping signal. Since then, and up to the present time, railway engineers all the world over have been engaged with the problem of its imperfections.

It may be regarded as a principle governing the adoption of every automatic appliance in safe railway working, that the device shall be unerring in the performance

of its true functions, and that in the event of any undue influence or failure of any of its controlling parts the appliance shall at once assume the conditions for safety. But though the signal arm of the modern semaphore will promptly assume the condition for safety in the event of failure, it is still weak in its component parts, by reason of the fact that it remains to some extent passive to the physical effects produced by change in temperature, and is also a victim to influences by which its light may be improperly extinguished. Happily, ingenuity has provided us with convenient appliances, and these, combined with a constant observance of the operations of the signal, enable the operator to detect and combat those influences. Railway history does not, as far as I am aware, reveal any serious accidents arising from neglect of omission on the part of those responsible; but still railway engineers and others interested in safe railway appliances, realizing that after all railway officials are only men and prone to err, are ever striving to arrive at automatic safety, and so obtain immunity and perfection, irrespective of the human factor.

The temperature of the atmosphere, like the ocean tides, is in a state of perpetual unrest, and, as all experienced railway men know, the connecting rods of switches and the wires leading to the signals are incessantly changing in length, in sympathy with the varying conditions of the atmosphere. At first sight it would appear to have been much more difficult to devise a self-acting compensator for the point rods than for the signal connections. Thanks to railway ingenuity, the points now move only in obedience to the will of the operator; but although many and various are the appliances which have been devised and submitted, not one apparently has proved adequate to the requirements of the distant signal, which, in spite of its modern improvements, still demands the same vigilance at the hands of its operator as the mariner devotes to his barometer.

Recently an American company employed rods similar to those connecting points, and in order to obtain as near as possible a constant temperature, the rods were encased in a specially constructed tube and conveyed under ground to the semaphore.

The result of this experiment will be awaited with some interest; but as the American Railway Association (which is an admittedly representative body, and is engaged with a scheme for standardising their system of train signaling) has not recommended the underground rod arrangement, the system does not seem to have a general support. It is considered that the underground rods, or, for that matter, any extension of rod connections, must necessarily produce increased resistance to the movements actuated by the counterweight, by means of which the signal arm flies to the danger position immediately it is released.

It is not necessary to quote tables regarding the co-efficients of signal connections; but for the benefit of young readers, and to serve a later purpose, the term co-efficient of expansion may be defined to be the expansion, or the increase in volume, corresponding to a given change of temperature of the unit of volume taken at a determined temperature. In these latitudes the range of temperature is often very wide. During one day last month the temperature varied from 54 to 96 degrees. Every Australian railway man knows how these changes influence the signal connections. Perhaps the controlled distant, whose interests are safeguarded by a special signal in the block telegraph code, is the easier victim to the influences of changes in temperature. Being governed by a co-acting counterweight, and ordinarily maintained at danger by its fellow signal, its irregular condition may not be timely noticed. The tension of the wire of the distant signal serves as a thermometer to the vigilant operator, in whom is centered the responsibility for its proper adjustment, and a more substantial award than the signalman's gratitude awaits the individual who, sooner or later, will relieve his anxiety by the production of the complete and self-acting compensator. Probably most railway men are aware of the qualities which railway managers and the British Board of Trade require the semaphore compensator shall possess; but as we are obtaining so much assistance from outside sources it may serve some useful purpose to outline the requirements, which are as follows:

"The appliance must be positively self-acting and constructed of material of such strength and durability as to be operated with ordinary care; it must not claim or expect gentle treatment, and must not encroach in any sense beyond its own functions on the ordinary working principles of the signal. It must continuously and accurately operate for any range of temperature, adjusting alike for contraction or expansion of the semaphore connections, and with such accuracy that the signal arm shall remain totally uninfluenced either by the operation of the appliance or by the varying conditions of the atmosphere. It is not enough that the compensator shall perform these functions while the signal arm rests supported at danger; but in addition the appliance must be equally effective and self-contained while the signal—as at intermediate stations—is lowered to an angle of 45 degrees."

We may now turn for time to other problems that confront us in connection with the distant signal. From its introduction as a non-stopping signal, the want of some more distinctive features has been realized. This difficulty was easily overcome in daylight, but the problem of its night signal remains. A good deal of interest has been devoted to this phase in America during recent years, but there the difficulties arise from the practice of using three colors. The danger and caution signals are denoted by red and green spectacles respectively, and in the absence of these spectacles the white light of the semaphore lamp indicates proceed. If without diffidence we could rely on the durability and operation of spectacles and utilize the white light, we might solve the problem of the distant by the use of the green light for its allright signal and a white light at the home; but the possibility of a broken spectacle at the home has to be considered. It is an essential condition on most railways that enginemen should become thoroughly familiar with the semaphore signals on a line when transferred to a district with which they are not acquainted before being entrusted with the charge of a train; also, in the event of any alteration in the arrangement of the signals, they are promptly notified. If, however, by some undue influence the light of a distant signal became

extinguished, its non-recognition is rendered probable; and although our enginemen are usually as quick as the signalmen in observing irregular working of the distant, the possibility of the home semaphore being under such circumstances mistaken for the distant forms another problem which has to be reckoned with.

Distant signals are sometimes obscured by formations and buildings, and numerous appliances have been devised as a means of warning the signalman when the signal light has been extinguished. In some of these appliances expansion and contraction, the enemies of the signal connections, were utilized. One, in the form of a thermometer, the mercury column of which formed a connection with a platinum wire suspended from the upper end of the glass tube. The thermometer was fastened inside the semaphore lamp, where the heat generated by the flame caused the mercury to expand, and making contact with the platinum wire, completed the electric circuit. If the light was extinguished the mercury withdrew from its local contact, thus disengaging the armature of an electromagnet in the signal box and operating an electric bell. Another electric contact, similar in effect, consisted of a metal plate, which was composed of steel and brass and fixed beside the flame. The coefficient of brass and steel being unequal, the expansion caused the plates to bend out of touch with its local contact; but if the light were extinguished the plate, in the process of cooling, straightened; and thus closing the circuit, rang the bell in the signal box. These electric appliances, however, were by no means constant in the performance of their functions, and, lacking that primary quality, were abandoned.

Other appliances introduced were various forms of levers situated between the rails of the running line. The lever which was connected with the signal box projected above the level of the rail, and thus, with some kinds, operated in such a way that the whistle of the engine was sounded if the signal was passed at danger; whilst with others the air-brake was applied. With the adoption of the cattle guard on the engine, these appliances were to some extent discarded; but in any case it is not difficult to imagine

conditions—say, a train has divided by accident, for example, when to stop the first portion might prove highly dangerous.

In America experiments have been conducted with illuminated arms for the distant. Perhaps the boldest—certainly the most brilliant, but at the same time the most expensive—of these was one in which the fish-tailed signal was outlined at night by a number of small electric lights. The arm was, of course, free to perform its ordinary operations, the enginemen defining the angle of the signal arm, not from the post, as ordinarily, but from his own position standing erect on the footplate. But whilst experiments are continuing in other countries, let us turn to one recently conducted in our own.

In the "Weekly Notice," No. 24, 1907, there appeared the following notification:

#### YELLOW LIGHTS FOR DISTANT SIGNALS.

"For the purpose of testing the suitability of a yellow light as the danger indication for distant signals at night time, the distant signals specified hereunder will, on and from Thursday, 20th inst., be fitted with glasses to show after dark a yellow light instead of a red light when these signals are at danger. Engine drivers are hereby instructed that when a yellow light is visible from either of these signals, it is to be regarded in the same way as if a red light were exhibited."

Doubtless the enginemen and the guards are well qualified to express an opinion on the merits of the yellow light. Nevertheless an article on this subject would not be complete without some reference to the experiment. Under ordinary conditions the yellow light does seem to possess a quality of which the distant semaphore is in need. It is an easy matter to distinguish the yellow or orange colored light when it is exhibited beside the red of the danger light, but let us extinguish the home signals on the same bracket and it is questionable if any of our enginemen would, under some circumstances, pass the yellow light. If we then admit of a possibility of the distant signal being mistaken for the home signal—which is not a very serious incident—it follows that these conditions may be inverted, and that in the event of the light in the distant being extinguished or unobserved the

home signal may be mistaken for the non-stopping signal. This, needless to say, might be serious, and forms precisely the weakness we are striving to strengthen by furnishing the distant with some distinctive feature. Pursuing the possibilities still further, if the red spectacle of the home signal were broken, the white light of its semaphore lamp, if viewed through a smoky atmosphere, would appear a yellow light; and if the smoky conditions were accentuated, the light would show a reddish tint. If, then, these conditions are brought about, we have but to admit the possibility of the

distant signal being unobserved and the yellow light stands condemned.

It is unnecessary to repeat what has appeared in my previous articles on "Interlocking" and "Train Signalling" in regard to the American systems of co-acting signals. There is a great deal more to say on the subject, but perhaps sufficient has been said to stimulate the admitted qualities of our railway operators, in a united and concentrated effort to win for Australia the honor of having attained what is engaging a good deal of the railway intelligence of the world—perfection at the distant signal.

## Traffic of the Trans-Isthmian Railway, 1908

Traffic between the eastern and western coasts of the United States by way of the Isthmus railways and steamship lines amounted to practically 50 million dollars in value in 1908, a marked increase over any earlier year.

Two railway lines now carry freights across the narrow neck of land connecting North and South America; one at the Isthmus of Panama, the other at the Isthmus of Tehuantepec. One of these railways, that of Panama, is 40 miles in length; the other, at Tehuantepec, 190 miles. The one at Panama, owned by the Government, is, of course, largely devoted to work and traffic growing out of the construction of the Panama Canal; the one at Tehuantepec, 190 miles in length, constructed chiefly with British capital and controlled in part at least by the Mexican Government, is built especially for the purpose of handling freight between the Atlantic and Pacific, and, although open only at the beginning of 1907, carried during 1907 and 1908 between 60 and 70 million dollars' worth of merchandise passing between the Atlantic and Pacific ports of the United States.

These figures, relating to this comparatively new traffic route between the eastern and western ports of the United States, are compiled from reports received by the Bureau of Statistics of the Department of Commerce and Labor. They show that the Tehuantepec Railway which crosses the

Isthmus at Tehuantepec in the southern part of Mexico, carrying the freights received from the steamship lines plying between the great ports of the United States and its eastern and western termini, carried in the first year of its operation—1907—between 25 and 30 million dollars' worth of merchandise; and in the second year—1908—nearly 38 million dollars' worth. The Panama Railroad, engaged chiefly as above suggested in work on behalf of the Panama canal, carried in 1907 about 12 million dollars' worth of merchandise originating in the United States and bound either for other ports of this country or for foreign countries, and in 1908 about 9½ million dollars' worth.

Of the merchandise crossing by the way of the Panama Railway, 8½ million dollars' worth moved from the Atlantic to the Pacific, and only a little over 1 million dollars' worth from the Pacific to the Atlantic. Of the 8½ millions crossing from the Atlantic side to the Pacific coast by the Panama line, 2¾ millions was destined to the western ports of the United States, and 5¾ millions to foreign countries located upon the Pacific coast of North and South America, a little over 1 million dollars' worth going to Ecuador; nearly 1 million to Peru; nearly a million to Salvador; three-fourths million to Panama; nearly one-half million each to Honduras and Nicaragua; one-third million each to Colombia and the western

coast of Mexico. Of the  $2\frac{3}{4}$  millions from the eastern to the western coast by way of Panama, practically all originated at New York and nearly all was sent to San Francisco. The east bound merchandise passing through Panama amounted to a little more than 1 million dollars and was shipped exclusively from San Francisco, all of it to New York City.

The business of the Tehuantepec line, although much larger in its value than that of the Panama route, was confined almost exclusively to business between the eastern and western ports of the United States, including, however, in this term the Hawaiian Islands, which are now a customs district of the United States. Of the nearly 38 million dollars' worth of merchandise passing over the Tehuantepec line in 1908, a little over 21 million dollars worth moved from the Pacific end, destined for ports on the eastern coast of the United States; and  $16\frac{1}{2}$  million dollars' worth moved from the eastern end, destined for Pacific ports. Of the 21 million dollars' worth of merchandise received at the Pacific terminus of the Tehuantepec road and moved eastwardly,  $17\frac{3}{4}$  million dollars' worth was from Hawaii, being almost exclusively sugar; while between 3 and 4 million dollars' worth originated on the Pacific coast, chiefly at San Francisco, being composed of miscellaneous merchandise. Of the  $16\frac{1}{2}$  million dollars' worth passing westwardly over the Tehuantepec line,  $14\frac{1}{4}$  millions was sent to ports on the Pacific coast—San Francisco, San Diego, and Port Townsend—and  $2\frac{1}{4}$  million dollars' worth to Hawaii.

New York and San Francisco are the chief centers for this ocean and trans-Isthmian traffic between the eastern and western coast of the United States. Of the  $2\frac{3}{4}$  million dollars' worth of domestic traffic passing westwardly over the Panama line, practically all originated at New York and  $2\frac{1}{2}$  million dollars' worth of it went to San Francisco. Of the  $5\frac{3}{4}$  million dollars' worth destined for foreign countries on the Pacific frontage of North, Central, and South America practically all originated at New York. Of the  $16\frac{1}{2}$  million dollars' worth passing westwardly over the Tehuantepec line practically all originated at New York. Of the  $17\frac{3}{4}$  million dollars' worth of sugar from Hawaii crossing the

Tehuantepec line for the Atlantic front, practically all went to the refineries of Philadelphia and New York, chiefly the latter. Of the nearly  $3\frac{1}{2}$  million dollars' worth of miscellaneous merchandise passing over the western coast ports to those of the east by way of the Tehuantepec line, 3 million dollars' worth originated at San Francisco and about 3 million dollars' worth was destined for New York.

This comparatively new freight route between the eastern and western coasts of the United States, in which the railway lines form but a small share of the distance covered and steamship lines a very large share, has been in operation, so far as relates to the Tehuantepec line, but a little over two years. Planned before the construction of the earliest trans-continental railways in the United States, the Tehuantepec road was not completed from ocean to ocean until 1894, and even then was found so unsatisfactory, owing to defective conditions, that a partial reconstruction became necessary, this reconstruction having been accomplished through a partnership between the Mexican Government and a company of British capitalists. The railroad, 190 miles in length, was reconstructed, and steel docks and piers provided at the eastern and western termini by which transfer from the hold of the vessel direct to the car standing on the dock is accomplished by steam and electric power.

Practically all the sugar from the Hawaiian Islands destined for the eastern ports of the United States is now sent by this Tehuantepec route instead of going around the Horn, as formerly. The steamers carrying the sugar from Hawaii to Salina Cruz at the Pacific end of the Tehuantepec route, pass, after discharging their cargoes, to the north along the western coast of the United States, touching at the ports of Mexico, the United States, and British Colombia, and thence again to Hawaii.

The Traffic between the eastern terminus of the Tehuantepec road—Coatzacoalcos—and the Atlantic ports of the United States is carried by steamship lines established for this especial service. The traffic between the eastern end of the Panama Rail-

way and the Atlantic coast, and that between its western terminus and the Pacific ports of the United States is carried by steamship lines especially operated for that service; while that part of the Panama traffic destined for foreign countries is carried by the various steamship lines centering at its eastern and western termini.

The distances between New York and San Francisco by the two lines are, via Panama, 5,305 miles; via Tehuantepec, 4,415 miles; direct by shortest trans-continental railway line, 3,191 miles, and by way

of Magellan Straits, 13,089 miles. From the Hawaiian Islands to New York the distances are, by way of San Francisco, 5,288 miles; by way of Tehuantepec, 5,806 miles, by way of Panama, 6,686 miles, and by way of Magellan Straits, 13,269 miles.

The traffic between the eastern and western coast of the United States carried over these and Canadian railway lines, passing as it does through foreign territory, is carried in sealed cars and thus readmitted free of duty on reaching other ports of the United States.

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## Railroads Scour Country for Adequate Tie Supply

That the humble railroad tie is a most important factor in the material development of the country is a great truth that is little understood by people outside of railroad circles. The puffing engine that speeds at the rate of a mile or more a minute over the country is a slave to the two steel rails that insure a smooth and safe road, and these rails in turn depend on the old-fashioned wooden cross-tie which holds them in place.

Yankee invention has not yet found a substitute which has induced the railroads to give up wood, although experts say that the day will surely come when the country's forests will no longer be called upon to supply the demand for ties. Up to the present time it seems that no other material has been found which has the resiliency of wood and which at the same time causes less wear and tear on the rails, fastenings, and roadbed.

The country's railroads during the last two or three years used 110,000,000 to 150,000,000 of sawed and hewn ties a year. The ideal tie timber is white oak, which combines the qualities of durability, hardness, strength, and close grain. It is not only excellent for ties, but is widely used in ship building, for general construction, in cooperage, in the manufacture of carriages, for agricultural implements, interior finish of houses, and for furniture. On account of this wide use, the supply has been greatly reduced and some of the railroads have

been forced to pay almost prohibitive prices for ties, or to substitute other and cheaper woods to replace the white oak ties rapidly disappearing from their lines.

Over 40 per cent of the ties recently purchased by the railroads of the country are oak, according to the latest statistics of United States Forest Service. Cross-ties of Southern pine formed somewhat less than 25 per cent. Douglas fir ties ranked third, with approximately 10 per cent of the total. Naturally the proportion of these two timbers will increase as the supply of oak dwindles. This is also true of cedar, chestnut, cypress, Western pine, tamarack, hemlock, and other trees which are coming into the market as tie timbers.

Cedar, which is very durable, has been extensively used to take the place of white oak for ties, but it is so soft that it is readily cut by the rails. This necessitates the use of tie plates and other protective devices when cedar ties are used. As the supply of cedar is also running short, it is necessary for the railroads to seek further for new tie timber. One of the woods which has all the requisites of a good tie, with the exception of durability, is the beech.

A beech tie generally consists largely of sapwood, which partly accounts for its lack of durability, but, on the other hand, allows a thorough and easy preservative treatment. In Germany and France, beech ties have been successfully preserved from decay, and

are used very extensively. Beech is found widely distributed throughout the eastern part of the United States, and at the present time is comparatively cheap and abundant. If, therefore, the railroads whose lines are located in the regions where beech is abundant can make use of this wood, treated with some suitable preservative, another source of supply of tie timber will be opened up.

Stumpage values have been increasing so rapidly during the last few years that many railroads have found it necessary to modify their timber policy, and they yearly apply preservatives to a greater number of ties

and to more kinds of wood. Substitute woods naturally vary with different sections of the country, but in most cases they lack the two essential qualities found in white oak, namely, resistance to mechanical wear and to decay. Experience proves that wear can be successfully retarded by the use of tie plates and other mechanical devices, and decay can be postponed by the application of proper preservatives. The new conditions have made it necessary for many railroad companies to meet the problem of preservation by establishing treating plants at central points of distribution along their lines.



### The Two Glasses

There sat two glasses filled to the brim,  
On a rich man's table, rim to rim.  
One was ruddy and red as blood,  
And one was clear as the crystal flood.

Said the Glass of Wine to his paler brother,  
"Let us tell tales of the past to each other;  
I can tell of banquet, and revel, and mirth,  
Where I was king, for I ruled in might;  
For the proudest and grandest souls on earth  
Fell under my touch, as though struck with blight.  
From the heads of kings I have torn the crown;  
From the heights of fame I have hurled men  
down.

I have blasted many an honored name;  
I have taken virtue and given shame;  
I have tempted the youth with a sip, a taste,  
That has made his future a barren waste.  
Far greater than any king am I,  
Or than any army beneath the sky.  
I have made the arm of the driver fail,  
And sent the train from the iron rail.  
I have made good ships go down at sea,  
And the shrieks of the lost were sweet to me.  
Fame, strength, wealth, genius before me fall;  
And my might and power are over all!  
Ho, ho! pale brother," said the Wine,  
"Can you boast of deeds as great as mine?"

Said the Water Glass: "I cannot boast  
Of a king dethroned, or a murdered host,  
But I can tell of hearts that were sad  
By my crystal drops made bright and glad;  
Of thirsts I have quenched, and brows I have  
laved;

Of hands I have cooled, and souls I have saved.  
I have leaped through the valley, dashed down  
the mountain,  
Slept in the sunshine, and dripped from the foun-  
tain.

I have burst my cloud fetters, and dropped from  
the sky,

And everywhere gladdened the prospect and eye;  
I have eased the hot forehead of fever and pain;  
I have made the parched meadows grow fertile  
with grain.

I can tell of the powerful wheel of the mill,  
That ground out the flour, and turned at my will.  
I can tell of manhood debased by you  
That I have uplifted and crowned anew;  
I cheer, I help, I strengthen and aid;  
I gladden the heart of man and maid;  
I set the wine-chained captive free,  
And all are better for knowing me."

These are the tales they told each other,  
The Glass of Wine and its paler brother,  
As they sat together, filled to the brim,  
On a rich man's table, rim to rim.

—Ella Wheeler Wilcox.

# Ladies' Corner

## Good Morning

Good morning, Brother Sunshine;  
Good morning, Sister Song,  
I beg your humble pardon  
If you've waited very long.  
I thought I heard you rapping;  
To shut you out were sin,  
My heart is standing open;  
Won't you  
walk  
right  
in?

Good morning, Brother Gladness;  
Good morning, Sister Smile,  
They told me you were coming,  
So I waited on a while.  
I'm lonesome here without you;  
A weary while it's been.  
My heart is standing open;  
Won't you  
walk  
right  
in?

Good morning, Brother Kindness;  
Good morning, Sister Cheer,  
I heard you were out calling,  
So I waited for you here.  
Some way I keep forgetting  
I have to toil and spin  
When you are my companions;  
Won't you  
walk  
right  
in?

—J. W. Foley, in *The Commoner*.

## Ingersoll's Tribute to Woman

It takes a hundred men to make an encampment, but one woman can make a home. I not only admire woman as the most beautiful creature that was ever created, but I reverence her as the most redeeming glory of humanity, the sanctuary of all the virtues, the pledge of all perfect qualities of heart and head. It is not just nor right to lay sins of men at the feet of woman. It is because women are so much better than men, that their faults are considered greater. A man's desire is the foundation of his love, but a woman's desire is born of her love. The one thing in this world that is constant, the one peak that arises above all clouds, the one window in which the light forever burns, the one star that darkness cannot quench, is woman's love. It rises to the greatest height, it sinks to the lowest depths, it forgives the most injuries. It is perennial of life and grows in every climate. Neither coldness nor neglect, harshness nor cruelty,

can extinguish it. A woman's love is the perfume of the heart. This is the real love that subdues the earth; the love that has wrought all miracles of art, that gives us music all the way from the cradle song to the grand closing symphony that bears the soul away on wings of fire. A love that is greater than power, sweeter than life and stronger than death.—Robert G. Ingersoll.

## Don't Let Mother Wait on Table

I do not approve of the too prevalent custom of mother waiting on the table. If Johnny wants a drink, mother gets it; if Nellie wants iced tea instead of milk, mother gets it; if the bread is out, mother gets it. I know many women who must serve, carve, and serve in addition to the weariness of preparing the meal, and in many homes where everyone helps himself, "mother" never thinks of sitting down to the table with the rest of the family. She pours coffee, milk and water, brings on and replenishes the dishes, and after an hour's work of this sort, she sinks into a chair exhausted, with only scraps left to revive her strength, says a writer in an old number of "Good Housekeeping."

This is all wrong. If anyone waits it should not be the mother. Her life is valuable. Besides the injustice to herself, it teaches selfishness to her family. I have always noticed that drudge mothers are not the ones who have the greatest influence upon their children. I believe in the wife and mother sitting at her own table, giving that poise and dignity which she alone can give to the family meal. By care in preparing the meals, a regular waiter can be dispensed with. Have a china rest for the coffee pot, and bring the pot to the table. Put the water pitcher at papa's plate and let him serve that and the milk. If something has to be got, let some one else get it occasionally. It is no worse for Johnny or Nellie, or even august papa himself to get up for some necessary errand for the table than for mother to feel that, whatever the call, she must jump to answer it.

Plan and cook the meal carefully, so that it can all be brought to the table except dessert, then coax—implore, insist—that the "gude man" carve and serve the plates. This gives grace and elegance to the simplest meal. Then eat with the rest of the family, and as good as they eat. If there is a daughter, teach her early to deftly and quietly remove the dishes and bring on the dessert.

One of my pleasantest memories of home is the picture of my mother, white haired

and stately, pouring coffee from the large table urn. We did not know we could eat until mother was in her place.—*Selected.*

### We Have Observed

That the more a wife keeps her husband in hot water, the less tender he becomes.

That the young woman with teeth like pearls is rarely as dumb as an oyster.

That no man is really as clever as his fiancée thinks he is.

That while a woman of thirty will claim she is not over twenty-six, a woman of sixty will say she is seventy-five.

That the way some wives break their husband's iron will is by rusting it out with eye-water.

That while matrimony was once looked upon as a life journey, it now proves too often only an excursion trip.

That while Love may laugh at locksmiths, the milliner and the dressmaker make him feel mighty serious.—*Boston Transcript.*

### For the Home Seamstress

In joining the edges of lace or embroidery the neatest finish is made by buttonholing the edges in as tiny a seam as possible.

Instead of laboriously rolling lace, try putting the finest hemmer on the machine and hem and hold the lace on top as loosely as you can at the same time. The work is quickly done, and if a fine thread and needle and a small stitch are used, looks almost as well and wears better than when sewed by hand.

In cutting material away under lace insertion there is less danger of snipping the threads of the lace if a stiff piece of pasteboard is cut wide enough to slip along between the lace and the material. This works better if one end is rounded.

Wash flannel and linen for blouses should always be shrunk before being cut. They may not look quite so well the first time of wearing, but they look much better thereafter.

### A New Contest

This jolly mixer was perpetrated recently at a church social and proved to be just what the committee hoped it would—such a lively affair that the entire evening was a great success, thanks to its merry beginning.

When the company arrived they were astonished to find two long clothes lines stretched from end to end of the parlors. Little clothes pins with ribbons attached were passed by two young girls dressed as typical Irish washerwomen. Partners were found by matching the ribbons, a couple were told to stand at the head of the line and each given a basket containing a dozen bandana handkerchiefs. A time-keeper kept the time and the game was to

see how quickly the twelve "mouchoirs" could be hung on the line. When the final reckoning was read the couple having the best record divided the handkerchiefs between them.

### For Wedding Invitations

Inclose a small card to those whom you wish to attend the reception, and on it have engraved: "Reception at the house immediately after the ceremony." Omit the card to those whom you wish merely to attend the ceremony.

### Burlesque Inauguration Ball

This would be suitable for the invitations: "The Literary Club invites you to attend a burlesque inauguration ball on the evening of March 4, from 8 to 12 o'clock. Please come in costume."

You can have loads of fun. Of course, decorate with flags, shields, eagles, and the "state" shields would also help. Then a big, stout man for Taft, one for Roosevelt, all the cabinet officials, the new congressmen, the country visitors, all should be there; the foreign ambassadors and their suites. It can all be worked out. Taft will, of course, wear full dress.

### Diet

Physical education should certainly include a more intelligent understanding and control of the diet. We have most childish notions regarding it. "I do not like it," "I cannot eat it," is often given as the final answer to the physician's directions for wholesome food while following with scrupulous care his directions to take most disagreeable medicine.

It is a wholly erroneous idea that because we did not happen to like things they will not nourish and benefit us as they do other people. Of course, the pleasureable sensation benefits digestion, but it is by no means indispensable. Where necessary, life is often sustained by forced feeding. An appetite is easily created and is often capricious and spoiled and requires wholesome discipline.

It should be a significant fact to us mothers that sickness is almost unknown in well-conducted institutions for the care of dependent children. Because of their simple wholesome diet, regular hours for sleep and exercise, these children enjoy immunity from illness which all our boasted intelligence and motherly devotion fail to secure.

In the treatment of many diseases, in overcoming and eradicating many inherited tendencies, the kind and quality of food we take may constitute the only controllable factor in the environment. Besides the discipline of the will in selecting and foregoing food and drink is not alone of edu-

cational value as a health habit but also as a moral habit. The child who has learned to deny himself what is tempting because it is unwholesome, will surely be fortified against intemperance and sinful indulgence of the appetite in later life. When Phil, who is very fond of candy, resolutely foregoes the taste of it for two weeks; when Robert, who thinks he is getting too stout, voluntarily adheres to a diet, I feel I can safely give them rope, lots and lots of rope.—*La Follette's*.

#### When Ladies Wore Masks

In the seventeenth century ladies wore masks in public, and great was the variety of face screens that were seen. Ladies who had "coralline" lips preferred short masks, as was natural. For others who wished to hide the lower part of the face, the mask was completed by a chin piece of linen, which afterward passed under the chin and over the ears. In 1632 a new mask called the mimi, from the Italian mimics, was all the rage and threatened to usurp the place of the black one. It was even the cause of violent quarrels between the ladies who held to the latter and those who preferred the latest novelty. Some years later it became the fashion to trim the upper part of the mask with a ruche of lace, to lengthen it with a beard of the same material and even to cover it more or less with lace to the borders of the eyeholes. Young ladies of this period, however, frequently contented themselves with covering the face simply with a piece of black crape for coquetry's sake and to appear the fairer.

#### On the Days at Home

Here are some good recipes for such a function:

**Bread and Butter Wafers.**—Use fine grained white bread at least a day old. Shave off the crust, butter the loaf surface, then cut with a knife of almost razor sharpness, making the bread so thin that it curls. Pile these curls on the bread plate and cover until needed, to keep them moist.

**Italian Sandwiches.**—Cut bread, and butter very thin, but not thin enough to curl, and put slices together with a mixture made by chopping very fine a pound each of cold boiled ham and the white meat of chicken, then rubbing to a cream with the yolks of two hard-boiled eggs, one sweet pepper, scalded, then chopped after removing the seeds and stem, a teaspoonful of cream, and celery salt to taste. Trim off crust, then cut in oblongs, small squares, or triangles.

**Walnut Drops.**—Mix half a pound of chopped English walnut meats with an equal quantity of granulated sugar, half a cupful of sifted flour and half a teaspoonful of baking powder, stirring in last of all

two well-beaten eggs. The batter should be soft enough to drop from a spoon; and if it is too stiff thin it with a little milk. Drop in teaspoonfuls on buttered paper and bake in a quick oven.

**Sponge Drops.**—These are delicious with chocolate and are made by beating to a froth the whites and yolks (separately) of four eggs. Mix with the yolks three teaspoonfuls of powdered sugar and an equal quantity of flour, then add the whites and a wine-glass of luke-warm water, beating well. Flavor with half a teaspoonful of lemon extract, drop on buttered paper, and sift powdered sugar over the top. Bake until of a light brown, then put together two and two with a tiny spreading of strawberry or raspberry jam.

Use small cups for the chocolate and make it rich, using half a pint of milk to an ounce of grated, unsweetened chocolate, which rub to a paste with a few drops of warm water. Put in an enamel saucepan, heat the milk to the boiling point, and pour over the chocolate. Sweeten to the taste with powdered sugar, then boil for four minutes, with constant stirring. Take from the fire, and flavor with vanilla extract, using half a teaspoonful to every pint of milk. Top with whipped cream just before passing the cup to a guest. Some people like a shake of powdered cinnamon on the cream.—*Lillian Dynevor Rice, in The Circle Magazine for April*.

#### Toasts

"Here's to love and unity,  
Dark corners and opportunity!"

"May your joy be as deep as the ocean,  
Your trouble as light as its foam."

"I have known many women, liked a few,  
Loved but one—so here's to you!"

"Let's be gay while we may,  
And seize love with laughter;  
I'll be true as long as you,  
And not a moment after."

The optimist and the pessimist—  
The difference is droll—  
The optimist sees the doughnut,  
The pessimist sees the hole.

#### A Wise Girl

A certain young lady has adopted some mighty good principles to follow. While they seem a little severe they are worthy of consideration. Serious reflection on them by young lassies would prevent many a mother's heartache. This girl says:

I don't let a man smoke when he walks or drives with me. If he knows no better than to do it, I promptly tell him what I think about it.

I don't give my photograph to men. I used to occasionally, but I am wise now. I should hate by and by to know that my face might be hanging up in Tom, Dick or Harry's room.

I don't let a man take my arm when he walks with me. If he does I tell him I prefer him to give me his arm.

I don't go out with a man just because he asks me to. I like it better if he asks another to go, also—his sister for instance.

I don't let any man "see me home" from church. If he hasn't gumption enough to take me there and sit through the service with me, he can stay away altogether.

I don't encourage a man who is not polite and agreeable to my mother. Whoever calls on me sees a good deal of her.

I don't allow a caller to stay later than ten o'clock. If he does not go at that time I tell him politely that this is my custom.

#### A Nice Powder for the Finger Nails

It is made with French chalk, colored with carmine. This should be rubbed on the nails, and the latter afterwards polished with a chamois leather pad.

#### Hints About Pianos

Damp is very injurious to a piano; it ought therefore to be placed in a dry place and not exposed to draughts.

Keep your piano free from dust, and do not allow needles, pins or bread to be placed upon it, especially if the keyboard is exposed, as such articles are apt to get inside and produce a jarring or whizzing sound.

Do not load the top of a piano with books, music, etc., as the tone is thereby deadened and the disagreeable noise alluded to in the last paragraph is often produced.

Have your piano tuned about every three months, whether it is used or not. The strain is always upon it, and, if not kept up to concert pitch, it will not stand in tune when required, which it will do when attended to regularly.

When not in use, keep the piano locked.

Should any of the notes keep down when struck it is a sure sign that there is damp somewhere, which has caused the small joints upon which the key works to swell.

#### Water as a Nerve Food

If nervous women would only drink more water they would not be so nervous. Nearly every physician will recommend a woman who is suffering from nervous prostration or nervous exhaustion to drink lots of water between meals, but many women who do not come under a doctor's care would feel better and look better if they would

drink, say a quart of water in the course of the day. Water is nerve food. It has a distinctly soothing effect when sipped gradually, as one can test for one's self. Moreover, the hygienic effects of pure water are not confined to the female sex, for, as a matter of fact, men would be all the better if they imbibed more of it.

#### Household Hints

Few people except trained nurses know that a restless patient is made much more comfortable if the corners of the under sheet are carefully pinned to the under side of the mattress with safety pins. Draw the sheet tight and pin it securely. It will be a relief to you and the suffering patient.

If you are ironing with the patent handle irons and using a gas range, it is a good idea to put a tin cover on top of the iron as it sits on the fire. The cover keeps the heat from escaping, and your iron with its help will get hot much quicker. On a good-sized blaze two irons of this kind covered with a tin or copper cover will heat as soon as one.

#### The Song of the Wind

JOEL BENTON, IN "SUCCESS MAGAZINE."

The wind that sings in the chimney flue,  
What does it say to me and you?

Rich is its haunting minor key—  
Moaning for things that can never be,

Or things that are lost to the day and sun,  
Back in some black oblivion.

It moves on wings from the misty past,  
Over its gloom are shadows cast.

It whistles a dirge for ancient days—  
Solemnly sad are the tunes it plays.

Its volume rises and falls. It fills  
The heart with tremors and doubts and thrills.

It roams the breadth of the sea and earth,  
But it never harbors a note of mirth.

O, gray old harper, in wondrous ways,  
Your requiem tells of the yesterdays—

But who that lives can the tale translate,  
Or quote the presage of Life and Fate?

But sing away, in the chimney flue,  
Of things that are old and things that are new—

Till sorrow and suffering seem sublime—  
To the very ends of the sands of Time!

# Editorial

## Railroad Accidents

The Interstate Commerce Commission's latest accident bulletin covering the last three months' period of 1908, shows that thirty-four passengers were killed in collisions and derailments. The report shows that there were only two-thirds as many passengers killed in collisions and derailments as in the last preceding quarter and

some decrease in the number of passengers killed from all causes, but, on the other hand, it shows an increased number of employees killed from all causes.

The following portion of the report should be of interest, and is given for the particular information of those of our readers who are employed in active train service:

### COLLISIONS.

No.	Class	Kind of train	Killed	Injured	Damage to engines, cars, and roadway	Reference to record	CAUSE.
1	M	P and F	0	0	\$ 300	13	Collision at crossing at 2 a. m. Crossing not equipped with fixed signals. Passenger train, having stopped 200 feet from crossing, was started forward and ran into side of freight train, the engineman not seeing the freight cars.
2	M	F and F	1	0	865	14	Collision occurred in yard. Engineman of empty engine negligent. One passenger killed.
3	M	F and F	1	0	1,700	40	Engine backing onto sidetrack bumped standing cars, which ran out on main track and collided with another train. Conductor and brakeman applied hand brakes, but were unable to prevent collision. One passenger killed.
4	R	F and P	4	14	2,200	1	Passenger train standing at station run into at rear by following freight; passenger brakeman neglected flagging; freight was running at excessive speed. Four passengers killed.
5	R	F and F	0	1	2,400	50	Two trains had been coupled together to get over a hill; were separated at the summit. Leading train had among its cars a dead engine, and by this the operator at next station was deceived. He thought that there were 2 trains, and thereupon authorized the station in the rear to send on another train.
6	R	F and F	1	1	2,835	3	Standing train not protected by red signal; was run into by a train which was not properly controlled. One driver killed.
7	B	F and F	0	3	3,152	10	Operator accepted order after train had left. (See note in text below.)
8	B	F and F	0	7	3,739	39	Operator, having two orders, one Form 19, one Form 31, delivered Form 19 only. Operator in service at this place one week; had had ten years experience elsewhere.
9	B	F and P	1	16	4,068	32	Freight train ran out of siding because not under control. (See note in text below.)
10	B	F and F	7	11	4,616	55	Conductor and engineman of freight held an order to run one hour and thirty minutes late; forgot the order and ran one hour and fifteen minutes late. Six carpenters and one brakeman killed.
11	B	P and P	2	11	6,075	31	Misreading of dispatcher's order. (See note in text below.)
12	B	P and F	0	25	7,314	7	Failure to observe wait order; conductor and engineman both apparently forgot that the order had been delivered to them.
13	B	F and F	2	4	8,000	8	Failure to observe wait order and failure of inferior train to clear time of superior five minutes.
14	B	F and F	2	5	8,300	38	Conductor accepted orders from operator and receipted for them, yet left them in the office and moved his train regardless of their instructions.
15	B	P and F	0	9	9,600	33	Conductor and engineman, having an order that the second section of a train would be one hour late, carelessly assumed that both the first and second sections would be that much late.

## COLLISIONS—Continued.

No.	Class	Kind of train	Killed	Injured	Damage to engines, cars, and roadway	Reference to record	CAUSE.
16	M	F and F ....	0	0	9,600	15	Train backing in on siding pushed boarding cars out on main line; these ran $2\frac{1}{4}$ miles uncontrolled and collided with work train; wreck took fire and was burned up.
17	B	F and F ....	1	4	10,000	53	Conductor and engineman misread or assumed name of station in telegraphic order; order was plainly written and the two names were utterly unlike.
18	R	F and F ....	0	3	10,200	27	Failure to flag when backing out of siding.
19	B	P and F ....	1	7	11,020	6	Conductor and engineman saw engine 605 standing on sidetrack and mistook it for engine 602, which they were to meet.
20	B	F and F ....	4	3	12,148	37	Entire crew of northbound train forgot or ignored schedule of southbound.
21	B	P and F ....	1	47	12,550	52	Freight encroached on time of passenger train. Engineman disregarded schedule of passenger train. It was Christmas day and his ignoring of the passenger train was due to his mistaken impression that the day was Sunday, on which that passenger train did not run.
22	B	F and F ....	2	5	14,700	40a	Operator reported that an extra train had passed when in fact it had not arrived; dispatcher acted on this misinformation.
23	B	F and F ....	1	4	15,200	34	Engineman forgot order. (See note in text below.)
24	R	P and P ....	8	27	20,000	24	Engineman disregarded time interval. Eight passengers killed. (See note in text below.)
25	R	P and F ....	0	7	21,145	25	Freight train, delayed while entering sidetrack, encroached on time of following passenger train. Report indicates that this freight had left last preceding station when there was not sufficient time; so that the delay at the sidetrack was not the only contributing cause of the collision.
26	R	F and F ....	9	4	24,700	30	Runaway; mismanagement of air brakes on 79-foot descending grade. Nine employees in work train killed.
Total, collisions.....			48	218	225,827		

[NOTE.—R stands for rear collision; B, butting collision; M, miscellaneous collisions; D, derailment; P, passenger train; F, freight and miscellaneous trains.]

## DERAILMENTS.

No.	Class	Kind of Train	Killed	Injured	Damage to engines, cars, and roadway	Reference to record	CAUSE.
1	D	F .....	2	13	\$ 250	20	Caboose occupied by track laborers overturned by wind.
2	D	P .....	1	6	2,300	66	Misplaced switch.
3	D	F .....	1	0	2,500	63	Broken flange. One passenger killed.
4	D	P .....	15	15	5,000	18	Track destroyed or weakened by fire. (See note in text below.)
5	D	P .....	0	13	5,644	21	Rail maliciously removed.
6	D	F .....	2	0	6,000	22	Switch maliciously misplaced. Engineman and fireman killed.
7	D	F .....	0	0	6,990	68	Log on car projected and struck and demolished bridge; bridge and nine cars fell into river.
8	D	P .....	0	25	11,984	19	Trestle bridge weakened by fire. Engineman saw smoke a half mile away but misjudged its location. Superintendent apparently does not blame engineman, but the track department is held blameworthy for not having burned weeds and grass to safeguard bridge against fire.
Total derailments			21	72	40,678		
Collisions and derailments .....			69	290	266,505		

Derailment No. 4, causing the death of fifteen persons, occurred near Metz, Mich., on the Detroit and Mackinac Railway, October 15, in the midst of extensive forest fires, and its immediate cause was the distortion of the track by the heat from a pile of burning sleepers, which lay near the track. The train, consisting of an engine and six freight cars, had been made up hastily to carry to a place of safety the inhabitants of a small village (Metz), this being the only chance of saving their lives. The atmosphere was filled with smoke so dense that the engineman could not see far ahead, and there was great danger; but it was impossible to go in the other direction, and it would have been fatal to remain at Metz. The refugees, numbering about seventy-five, were in a steel gondola car. When the engine was derailed, about one and one-half miles from Metz, in consequence of the weakness or displacement of the track, the cars, of course, could not be moved farther, and thus were left close to the burning sleepers and at the mercy of the flames; and twelve persons in the gondola car, unable to escape, were burned to death. One man, riding on the engine, escaped from the engine, but was burned to death on the ground a few feet away. Two trainmen were killed, and the list of injured persons includes thirteen refugees and two trainmen. One of these latter, Conductor John Kinville, was severely burned in trying to save some of the persons in the gondola car. In the accident record these victims, except those who were employes of the railroad, are classed as passengers; but in view of the peculiar circumstances of the case this note is added to explain that the deaths and injuries do not come within the ordinary classification. It does not seem proper, however, to class the refugees as trespassers, and, therefore, the compiler has not felt at liberty to exclude the figures from the record.

Collision No. 24, killing eight and injuring twenty-seven passengers, was due to disregard of the 10-minute time-interval rule. Both trains were passenger trains, south-bound, one due to leave S at 7 a. m. and the other at 7:30 a. m. The latter train came onto the main line from a branch at this point. The leading train

was thirty minutes late leaving S. The second train was recorded by its conductor as leaving S at 7:30, which was exactly the time that the leading train left; but from testimony given before a coroner it appears that the actual time of departure was 7:35, making an interval of five minutes between the two trains. The rule requires that this time interval shall be ten minutes. The junction being a registering station, the station agent or operator was not required to hold the second train to keep it ten minutes behind the first, but this duty rested on the conductor and engineman, who were required always to examine the train register before leaving junctions.

The collision occurred at L, which is seventeen and one-half miles south of S. According to the men on the leading train, it occurred at 8 a. m., indicating that this train had run about seven minutes faster than its schedule. According to the men on the other train, it occurred at 8:04 a. m. The leading train had made two stops of thirty seconds each for passengers; had stopped to open and close a switch at a station, and had reduced speed to about ten miles an hour at one other point. It had started from L and was moving about ten miles an hour when the collision occurred.

The second train was warned twice by drawbridge tenders of its proximity to the leading train, but the report says that the engineman inquired of the draw tender why he was stopped, and, on being informed, replied with derisive remarks; and he passed the drawbridge without having received the proceed signal. The report says that this reckless conduct on the part of the engineman of the second train was repeated at the second drawbridge, and that the train was running at a high speed when it struck the leading train. Its engine crushed three cars of the leading train and damaged a fourth, and did not stop until it had run 635 feet beyond the point where it first struck. There was a dense fog at the time, making it impossible to see more than about 500 feet. The engineman says that he saw the preceding train about 500 feet before he reached it, but it is believed by the officers that he did not see it until his engine struck it. The evidence of two witnesses, one at L and one some distance back, is

quoted to show that the engineman was not keeping a good lookout. He was facing backward, and apparently talking with another engineman who was riding in the cab. The brakes of both trains were set automatically as soon as the collision occurred, rupturing the air pipes; but in spite of this the distance run was 635 feet, as before stated.

The schedule time of the second train from S to L, about twenty-nine minutes, was eight minutes less than that of the leading train.

Collision No. 7, occurring about 2 a. m., was due to misinformation given to the dispatcher by the operator at A. A freight train with two engines arrived at A at 1:20 a. m., and the operator, assuming that the helping engine was the regular engine of the train, made a mistake in reporting the numbers—the train being an extra freight, and trains being identified by the number of the engine—and continued to assert to the dispatcher that the regular engine of the train—that is, the train itself—had not arrived. Accepting this information, the dispatcher gave the right to the road to a train coming from the opposite direction. The operator in this case was eighteen years old and had been in the service only one month. The dispatcher was twenty-one years old. He had been a dispatcher for about six months and an operator, four years.

Collision No. 9 was between a south-bound passenger train and a north-bound local freight train. It occurred at 6:35 p. m., November 13. The freight train had entered the side track at the station to make way for the passenger train, but in consequence of the engine not being properly controlled the train ran through the side track and out upon the main line at the north end, and the collision occurred about 400 feet north of the north switch. The freight was to stop at that station long enough for the trainmen to eat supper, and the engineman had got off the engine a little distance south of the station, to go to a hotel. According to the testimony of this engineman the engine (moving) was left in charge of the fireman, but the fireman denies having received instruc-

tion to that effect, and he was on the front of the engine, covering the headlight, and therefore did not shut off steam or apply the brakes. The headlight being covered, the engineman of the passenger train did not see that the main track was obstructed until he was almost at the point of collision. The conductor of the freight train was also held at fault for allowing the train to move so far after it had entered the side track.

Collision No. 11 was due to a mistake of an engineman in reading a telegraphic order. This engineman, running south-bound train No. 3, went past the appointed meeting station at full speed, having unaccountably taken the order to mean the next station south, the two names beginning with the same letter. The conductor had neglected to require the engineman to read the order aloud in his presence. The conductor had read the order to the baggageman, but the baggageman appears to have taken no pains to keep the meeting place in mind, as the train passed that station without his knowing it.

The collision occurred two and one-half miles beyond the appointed meeting place. The north-bound train, No. 4, was running faster than its schedule, the dispatcher having ordered it to reach the meeting point, if possible, five minutes ahead of its schedule time. For giving this order the dispatcher is blamed. All of the men at fault have been in the service several years, with good records, except the baggageman, who had been in the service only one year.

Collision No. 23 was caused by the engineman of the south-bound train disregarding a meeting order and running one and one-half miles beyond the station where he should have met the north-bound train. The engineman and conductor had both read the order, and the conductor, the flagman, and the fireman testify that they understood the meeting point to be as it was written in the order; but the engineman, although he received the order and read it with the others, got the impression, in some way, that it named another station farther on. The fact that the train was running beyond the meeting point was first

discovered by the flagman. The testimony of the conductor concerning his endeavors to stop the train is confused; but at any rate he did not succeed in reducing the

speed materially before the collision occurred. Both trains were running at about thirty miles an hour when they struck each other.

## Operation of Pure Food Law

An anonymous contributor to the April number of *The Druggists Circular* (New York) gives some interesting information about adulterations that have been brought to light since the pure food law became effective. His opinion seems to be that the Pure-Food Law is, in a general way, working very well and that most of the inspectors are competent and honest men; that they are attending to their business, and that we need not consume adulterated food unless we are careless in our purchases. The writer says in part:

"The first inspectors appointed under the act were competent men. In most cases they were men expert in the particular line that came under their inspection—butchers for the packing houses, chemists for the chemical works, confectioners for the candy factories, and so on. There are doubtless many incompetent inspectors and some grafters among them, but let us trust that they are the exception. In the main, I believe, the law is being enforced at present.

"I know of one particular instance, which occurred shortly after the law went into effect, in which the management of a certain plant attempted to put through a batch of several hundred pounds of lard which did not conform to the requirements of the law, but the inspector on the job was a butcher and *knew* the lard was not right. It was not passed, but went into the by-product. I know it to be true that much worse lard than this condemned lot had been regularly put out by this same concern before the butcher-inspector was put into the plant by the United States government.

"In another factory, prior to 1906, black pepper was *made* of ground olive pits, corn meal, and paradise seed. \* \* \* The 2-ounce packages of this compound would

cost the jobber about 8-10 cent, and the consumer 5 cents, a profit of over 400 per cent. to be divided between the jobber and the retailer.

"Good black pepper retails at from 30 cents to 40 cents per pound, and fancy grades much higher, but a 2-ounce carton may be had for 5 cents at present—and it is all pepper if the label says so. It is easy to see from this why the man who is long on paradise seed should think the Pure Food Law a bad thing. \* \* \*

"Up to the time that the government forced the manufacturer to print his formula on the package, and in some notable instances since, certain ones have attempted to market under a 'trade name,' some very deceptive imitations or 'near' products, many of which, however, are chiefly remarkable for their complete dissimilarity to the article described by the trade name. I have seen 'mustard' manufactured of wheat flour as a basis, colored with ochre, and flavored with a dose of mustard oil. This was labeled 'Mustard Flour—Strictly Pure.' 'Strawberry Jam' composed of glucose, clover-seed, artificial flavoring, and cochineal was produced and sold in large quantities by a firm in the Mississippi Valley. \* \* \* And 'Beef Juice' also, which contained no beef juice and was not even a by-product of the packing house, was put up by a firm in New York. I never took the trouble to discover what really did go to to make up this 'juice.'

"Under the present rigid inspection system conditions are, of course (theoretically), equal in all plants. So after all, the question is up to the people, for the time being at least. I was particularly impressed, with this only the other day, when I remarked in the presence of two friends of mine: 'Well, from my experience, I believe that any article in the food or drug line,

which is put up in this country under a label declaring it to be pure, is as pure as it is possible to get it anywhere in the world.' One, an Englishman, spoke up and said: 'Oh, I say now, you can not get jam or marmalade in the States half so good as that they put up at home.' I had recently seen a laboratory report on English and American jams, jellies, and marmalades, which showed that fully as much adulteration was practiced in the English factories as in those on this side, and I told him so. But our cousin took refuge in the fact that personally he preferred the English jam to the American 'imitation.' Practically the same argument took place with my other friend, who is a German, with the result that he decided in favor of the *Deutsches Wurstgeschaeft*, paint, benzoin, and all. So there you are.

"Then there is your American who wants the kind he has always bought. The pack-

age must be of the identical shape, color, and size as of yore, or he will not have it. You may call his attention to the fact that the label plainly states the goods are adulterated and that the weight is not marked on the package. It is simply marked '15-cent size' or 'regular 25-cent size.' You may offer him a similar package of like goods, marked '4-ounce net weight' or '1-pound net' as the case may be, also 'guaranteed to be strictly pure under the Food and Drugs Act of June 30, 1906.' Will he have it at any price, even less than he will have to pay for the kind he has always bought? Not he. He will swallow his copper sulfate and sodium benzoate in spite of you and then vote for some manufacturer's agent to represent his district in Washington and help emasculate the Food and Drugs Act and render it harmless or harmful according to the point of view."

## A Merited Rebuke

A dinner was given not long since in New York City in honor of Lord Northcliffe, proprietor of the London Times. Those gathered around the festive board included the usual number of complacent and successful men, one of whom, a corporation lawyer, advised his listeners to "beware of the man who expresses sympathy for the poor," and another speaker uttered some commonplace remarks on the blessings of wealth, etc. Among the listeners was Mr. Arthur Brisbane, editor of the Evening Journal, who has had his share in fashioning popular editorials. In response to a toast, Mr. Brisbane, thinking it was about time for some one to speak for the common people, proceeded to take a fall out of some of the self-satisfied speakers who had preceded him. He said in part:

"This is a fine gathering of powerful men, big fortunes, and great reputations. I want to say something for the men that are not here, for the 79,000,000 Americans that never had a million dollars, never knew a man that had one, never got on the payroll of a millionaire.

"I don't want Northcliffe to go back to England believing that a man without a million in this country might as well hide under the table or jump off the dock.

"The real American nation, its real resources, its real ability, are hidden among those unknown 79,000,000 that never go to Delmonico's, most of whom know as little about terrapin as about bird's-nest soup.

"Mr. Harvey says very truly, 'The great reward must go to the man of great ability.' True. But what is the 'great reward' and what do you call 'great ability'?

"If I scatter money in the street and a thousand eager men dive to get it, I am holding up one kind of a reward, and I call forth one kind of ability.

"But if a child is in danger of its life, and a man risks his life to save it—that situation calls out a different kind of ability, and reveals a man who asks for a higher reward than cash.

"We are paying too much attention here to the men that scramble for pennies, for dollars, and for millions. They are able,

strong men, but they are not the American nation, nor the best men in it.

"Colonel Harvey says that if you take 10,000 men out of this country—the ablest 10,000—the country will fall to pieces. He might as well say that if you take ten apples off a tree, the tree will wither and fall. Not a bit of it. You men with money and power are the pretty, shiny apples on the tree. The sunlight, the warmth, the praise, are for you, but you are only the passing fruit. The real tree is the thick trunk. The real power is with those roots hidden in the soil.

"And in this nation, the real power, the root of the nation, is the mass of the people—too often, like the tree's roots, hidden below in the dark and cold. But from those roots, from the people, comes all the real power.

"And when this nation, and you prosperous men, face a perilous situation, as you have done in the past and you will do in the future, you will find the man to help you and to save you, not at this table, not at Delmonico's.

"There was trouble before the Civil War, serious trouble. Did the people call upon a rich corporation lawyer or a great banker?

No. They asked a little country lawyer, with nothing but a good name, and a brain, and a heart, to save the country.

"When that man, Lincoln, needed help in his great task, to whom did he look? Did he find the man in Wall Street? No. Wall Street was quite busy, as usual, picking up bargains in bonds.

"General Grant was there among the roots of the people, out of sight, unknown. He did not have a million dollars, and Delmonico's prices were beyond his reach. But he had the great ability, and when the nation was ready to offer him what is really the great reward—*honor and glory*—he was ready.

"It will always be so; the force is in the people. The strength of the soup is at the bottom of the boiling liquid, not in the pretty, greasy, bubbling scum that floats on top.

"There are big men in the United States waiting for the reward worthy of their great ability, greater than any of the men we have been talking about or looking at here. These truly great men never had a bank account, not even a 'certificate of deposit,' but they are the *American nation* and they are *America*."

## Protection of Canadian Railway Employees

The Labour Gazette, issued by the Department of Labour for the Dominion of Canada, by order of Parliament, gives the following information concerning a regulation of the Canadian Board of Railway Commissioners, which has to do with train equipment, qualifications of train crews, etc.:

In the matter of a memorial of the Trainmen's Association of Canada, for the adoption of certain regulations having in view the protection of employees of railway companies subject to the jurisdiction of the Board of Railway Commissioners for Canada, an order was recently issued by the Board, after hearing representations on behalf of both of the companies and the employees, as follows:

1. No freight train, except work or con-

struction trains of fifteen cars or less, now in service, shall be made up or allowed to proceed upon its journey unless at least three-quarters of the cars composing such train have air brakes in good working order.

2. The number of cars that may be drawn in freight trains shall be left entirely to the judgment of the operating officials of such railway companies; in all cases, however, in which it may be found necessary to double-head, the leading engine shall control the train.

3. Every road locomotive engine shall be equipped with a step or steps and handholds on both sides of end at or near the rear ends of tenders; foot-rests shall be provided on the pilots of every such engine, sufficiently wide for a man to stand

on; every switching or yard engine shall be equipped with foot-boards and headlights on the front and rear ends of the engine and tender, such foot-boards to be not less than ten inches wide; the back of such foot-boards shall be protected by a board not less than four inches high, and if cut in the center, the inner ends shall be protected in like manner; and foot-boards and head-lights shall be placed on the rear end of the tender of every road locomotive engine used for switching services, except in cases of emergency; in no case, however, shall any engine be continuously used for switching purposes for more than twenty-four hours without such equipment.

4. The number that shall comprise the switching engine crews shall be left entirely to the judgment of the operating officials; on *main lines* light engines shall not be run a distance greater than twenty-five miles in any one direction without a conductor, in addition to the engineer and fireman; and on *branch lines*, the operating officials shall determine the necessity of requiring conductors on light engines.

5. Every locomotive engineer of such companies must have at least one year's continuous experience as a fireman, pass a satisfactory examination in regard to the proper care of locomotive engines, the handling of air brakes, and train rules and regulations, be at least twenty-one years of age, and undergo an eye and ear test by a competent examiner before being eligible for appointment as such engineer. Except in cases of emergency, every conductor of such companies must have at least one year's experience as brakeman or conductor and be at least twenty-one years of age before being eligible for appointment as such.

6. The telegraph operators of such companies required to handle train orders shall be at least eighteen years of age, able to write a legible hand, to send and receive messages at the rate of not less than twenty words a minute, and be thoroughly familiar with and required to pass an examination upon train rules before a competent examiner.

7. Every employe of such railway companies engaged in operating trains shall, before undertaking such duties, be required to undergo a color test by a competent examiner.

8. All railway companies shall strictly conform to the rules and regulations, from time to time approved by the Master Car Builders' Association, governing the loading of lumber, logs, and stone on open cars, and the loading and carrying of structural material, plates, rails, and girders. No material of any kind shall be carried upon the roofs of cars.

9. All open drains crossing tracks in the yards of such companies shall be covered for five feet on each side of the rails, except in times of flood when temporary open drains may be provided; semaphore and signal wires, when they cross under tracks, shall be carried in pipes or boxes; new buildings and semaphores and poles erected shall be placed not less than six feet from the rail of the main track; water stand supply pipes shall be fastened parallel with the main line; and enginemen shall be required to see that this is done after using such pipes.

10. Every person or company offending against any of the foregoing provisions shall forfeit and pay the sum of \$50.00 for every such offense.



# Railway Information

It is said that the Fort Smith & Western contemplates building an extension from El Reno, Okla., southwest to Lone Wolf, about eighty-five miles.

It is announced that the Denver, North-western & Pacific Road is to be extended at once from Steamboat Springs, Colo., to Salt Lake City, Utah, a distance of 364 miles.

According to press reports, a large force of men are shortly to be put at work on the Copper River Railway, building from Cordova, Alaska, or Valdez north to Bonanza, about 195 miles.

Arrangements have been made by which the Virginian Railway is to have trackage rights over the Chesapeake & Ohio tracks from Deepwater, W. Va., to St. Albans, forty-four miles.

The Minneapolis, St. Paul & Sault Ste Marie Railway company has leased the Wisconsin Central and will hereafter operate the same as a part of its system, to be known as the Chicago division.

According to press reports from Mazatlan, Mex., a section of the Guadalajara extension of the Mexican extension of the Southern Pacific was recently opened for traffic from Culiacan, Sin., south to Mazatlan, about 150 miles.

It is currently reported that several branch lines of the Union Pacific and the Oregon Railway & Navigation company in the northwest are to be equipped with gasoline motor cars similar to those in use in California and in the Mississippi valley.

Work is said to have been started on a branch of the Grand Trunk Pacific from Wainwright, Alb., to Calgary. Work, it is said, will be started this summer from Melville, Sask., on a line south to the United States boundary; also north from Melville to Hudson Bay.

If press reports are correct, the Rock Island-Frisco interests are about to take over the St. Louis, Brownsville & Mexico lines. If this be true it will give the Rock Island-Frisco system another direct route to Mexico, besides opening up a new and productive district of Texas for settlement.

It is rumored that the Northern Pacific is planning to build an entire new line from Mandan, N. Dak., to Glendive, Mont., following, for the greater part, the water grade of the Missouri river, which is expected to enable a 20 per cent. or better, improvement in passenger train operations west bound.

One of the main construction plans for the state of Texas is by the Santa Fe, which is about to begin the construction of a road from a point near Plainwell southeast to a connection with the gulf, thereby giving a growing and productive portion of the Panhandle of Texas an outlet by way of the gulf.

The St. Louis & San Francisco announces that by June 1, it will run passenger trains through to and from New Orleans via the lines of the Louisiana Railway & Navigation Company and the New Orleans Terminal Company. A car ferry will be used to cross the Mississippi river at Baton Rouge.

Work is under way on the first sixty miles of the Cairo & Norfolk, east from Fort Jefferson, near Wickliffe, in Ballard county, Ky., east. On the first three sections, from Cairo to Hopkinsville, Ky., 115 miles, the work will be light, with maximum grades of .6 per cent, and maximum curves of three degrees.

The New York Central is to erect Hall automatic block signals on the West Shore division from Newburgh northward to Kingston, 31½ miles. These signals will be electric motor, with semaphores moving in the upper quadrant, and normal danger. The line is double track and trains are now run under the telegraph block system.

The completion of the Kansas City, Mexico & Orient south into Texas has called attention to the possibilities for connecting lines with that road. One connection now well under way is the Altus, Lubbock, Roswell and El Paso. The grade has been completed from Altus to Hollis, Okla., forty miles, and several miles of steel has been laid out of Altus.

The New York State Public Service Commission have been notified by the New York Central and the Delaware & Hudson that they will comply with the order recently issued by the commission requiring the use, in the Adirondack forest preserve, of locomotives that will not throw sparks. Each road will have two oil-burning locomotives in that district during this summer.

Unless unforeseen difficulties arise the Pacific coast extension of the Chicago, Milwaukee & St. Paul road will be open for freight business to the coast early in the present month. It is expected to install local passenger service west of Butte, Mont., the latter part of July, but through passenger service to coast points will not

be attempted this year, as the management desires to have their tracks in perfect condition before running fast passenger trains over them.

The Canadian Northern Railway will spend on an average of more than \$1,000,000 a month during the balance of the year on new construction. In addition, rolling stock to the value of \$3,000,000 will be purchased. In all the company will build approximately 400 miles of new track in western Canada this year, including a portion of the line westward from the Rocky Mountains to the Pacific coast, surveys for which are now being made. Work is said to have been started on a branch from Vegreville, Alb., southwest to Calgary, about 200 miles.

Press reports indicate that the Fort Smith and Western is practically certain to build its line on southwest from El Reno, crossing the Orient at or near Lone Wolf, and on through Mangum to Childress, on the Colorado and Southern. W. E. Crane, first vice president of the road, has just completed an inspection of the proposed line and made a favorable report to the directors. The Fort Smith and Western proper runs from Fort Smith, Ark., to Guthrie, and acquired, by purchase, the St. Louis, El Reno and Western from Guthrie to El Reno.

An officer of the Northern Pacific writes regarding the construction of the Spokane, Portland & Seattle, the new joint line of the Northern Pacific and the Great Northern, from Portland, Ore., along the north bank of the Columbia river to Pasco, Wash., thence to Spokane, that it is said to be on a larger scale and probably more perfect than any other work which has been undertaken in the west for some years. The line from Portland to Pasco has a two per cent grade, with maximum curves of three degrees. The grade from Pasco to Spokane is four per cent, with maximum curves of three degrees.

#### New Line Open

Official announcement has been made of the inauguration of train service between Portland and Spokane over the new Spokane, Portland and Seattle Railway. The construction of this road places the Northern Pacific in closer relation to the "Inland Empire" and the Columbia basin, where more than 50,000,000 bushels of wheat are produced annually.

#### Monster Locomotive

One of the two largest locomotives ever built was on exhibition recently in Chicago, where it was inspected by curious thousands. The locomotive is one of two which the Baldwin Locomotive Works has constructed for the Southern Pacific in hauling

freight over the Sierras between Sacramento and Reno. Two of these machines will haul a load a little greater than four of the heaviest locomotives now in use by that road. They are the result of another effort on the part of Edward H. Harriman to cheapen the hauling of freight over mountain grades.

#### ANOTHER ARTERY TO PACIFIC

##### Sixth Transcontinental Line Rounds Up Forty Years of Railways

The other day when the two links of the Chicago, Milwaukee & St. Paul Railway, one pushing eastward from Seattle and the other moving westward from Chicago, met near Missoula, Mont., the country paid very little attention to the circumstance. And yet at that moment the Mississippi Valley obtained another through line of road to the Pacific. This is the sixth of these transcontinental lines in the United States. The Dominion has one through railway, the Canadian Pacific. It will have another in 1911, when the Grand Trunk Pacific is finished. The Canadian Northern, which is expected to be completed within a few years, will make a third line through the Dominion.

Forty years ago there was no continuous railway communication with the Pacific. On May 10, 1869, Thomas Durant and Governor Leland Stanford of California drove the last spikes at the meeting of the rails of the Union and Central Pacific roads, at Promontory Point, Utah, by which the continent was spanned by railway the first time. By telegraphic connection the driving of the spikes was registered in the chief cities of the country. The entire United States was interested. Many distinguished persons from all over the country were with Durant and Stanford. Ex-President Grant and other notables, many of them from Europe, saw the exercises near Independence Gulch, Mont., in 1883, which marked the opening of Henry Villard's Northern Pacific to the big western ocean. The novelty, however, died with these two events. The completion of the subsequent through lines, like that of the Chicago, Milwaukee and St. Paul recently, passed off without much notice.

The railway has become a vast interest to the people of today. With about 227,000 miles of main track in operation, the United States has thirty per cent more railway than all of Europe, and has two-fifths of that of the entire world. England, which led us at the outset, has only a tenth as much railway now as the United States. These transcontinental roads have peopled the waste places between the Missouri and the Pacific, and have added greatly to the

country's population, productiveness and wealth. Their influence is shown in a striking degree by the fact that sixty per cent of the aggregate exports of the United States are furnished by the trans-Mississippi region.—*St. Louis Globe-Democrat.*

### Signaling

#### NEW AUTOMATIC SIGNALS ON ROCK ISLAND

The Chicago, Rock Island & Pacific has completed the installation of automatic block signals, giving indications in the upper quadrant, on the Iowa division, between Missouri Division Junction, near Davenport, Iowa, and Iowa City, double track, seventy-one signals in all, and all of them three-position. The signals are style "B" and style "S," made by the Union Switch & Signal Company. The installation includes one gauntlet over a bridge at Moscow, three sets of crossing bells and two interlocking plants, one at Missouri Division Junction and one at Iowa City. The gauntlet is protected by automatic block signals normally indicating stop. They are cleared only on the approach of a train. All other signals, except the home and distant signals at interlocking plants, are normal clear.

The plant at Iowa City protects the end of double-track and the apparatus is the General Railway Signal Co.'s all-electric. At Missouri Division Junction there is a mechanical machine, but the signals are of the automatic type. There are two single-arm home signals, both style "B" Union, and one two-arm home signal, both arms giving three indications in the upper quadrant. This is a model 5 type made by the General Railway Signal Company. Both plants have been in service some time, but were modified to meet the requirements of automatic block signaling. The Iowa City plant has approach, detector and indication locking.

All signals are controlled by line circuits. "Cut sections" in the tracks are relayed except in special cases, as where crossing bells occur. The "distant" control circuit is taken through switch boxes on all facing point switches. In some cases the polarized line circuit is used, as where otherwise it would be necessary to use two line relays. Indicators are provided at all switches, there being sixty-seven in all. The length of block varies to suit local conditions, from 2,000 feet at the Moscow gauntlet to 20,460 feet.



### The Fool's Prayer

"The royal feast was done; the King  
Sought some new sport to banish care,  
And to his jester cried: 'Sir Fool,  
Kneel now, and make for us a prayer!'

"The jester doffed his cap and bells,  
And stood the mocking court before;  
They could not see the bitter smile  
Behind the painted grin he wore.

"He bowed his head, and bent his knee  
Upon the monarch's silken stool;  
His pleading voice arose: 'O Lord!  
Be merciful to me, a fool!'

"No pity, Lord, could change the heart  
From red with wrong to white as wool;  
The rod must heal the sin; but, Lord,  
Be merciful to me, a fool!

"Tis not by guilt the onward sweep  
Of truth and right, O Lord! we stay;  
'Tis by our follies that so long  
We hold the earth from heaven away.

"These clumsy feet, still in the mire,  
Go crushing blossoms without end;  
These hard, well-meaning hands we thrust  
Among the heart-strings of a friend.

"The ill-timed truth we might have kept—  
Who knows how sharp it pierced and stung!  
The word we had not sense to say—  
Who knows how grandly it had rung!

"Our faults no tenderness should ask,  
The chastening stripes must cleanse them all;  
But for our blunders—oh! in shame  
Before the eyes of Heaven we fall.

"Earth bears no balsam for mistakes;  
Men crown the knave and scourge the tool  
That did his will; but Thou, O Lord!  
Be merciful to me, a fool!'

"The room was hushed; in silence rose  
The King, and sought his garden cool,  
And walked apart, and murmured low,  
'Be merciful to me, a fool!'

—Edward Rowland Sil. .

# The Auxiliary

This Department is intended to serve the same purpose among the wives, mothers, daughters, and sisters of our members that the Order Department serves among our members. The rules at head of Order Department will also apply to this one. Communications for this Department should be in this office not later than the 15th of the month for use in the following month.

## Boston, Mass.

This is the season of the year when people try to impart originality to dinners. One of the efforts in this direction during convention week was an uncommonly successful specimen of its class. There were present thirteen couples from thirteen original states of the union, Thursday, May 13, 1909. Perhaps it took the enthusiasm of these bright young brothers and sisters to enjoy it. This dinner had a certain originality in the dishes, but it was chiefly the manner in which it was served that made it different from the average entertainment. No knives, forks or spoons were used. Instead of the usual row of forks and knives at the side of every plate these useful objects lay in the center of the table. They were in sight, but unluckily for those who had no taste for experiments, they were covered with a large fish globe. About the globe were daffodils and an electric light bulb inside lit the polished silver, which shone through the smilax twined across the glass. It was interesting to observe the faces of the guests as the realization of what they were to expect gradually came to them. First they glanced down with surprise at the vacant space beside every plate, then they spied the globe and saw inside the articles they had been taught to regard as indispensable.

\* \* \*

With the hors d'oeuvres there was no difficulty. The little caviar sandwiches and the halves of hard boiled eggs stuffed with sardines and the yolk made into a paste, were easy to negotiate. "Aren't we going to have any at all?" asked one of the sisters from Bangor, Me., of the youthful hostess who sat at the head of the table, not looking a bit more like a matron than any of her guests, although she had eighteen months of married life to her credit.

"There will not be a spoon, knife or fork on this table from this course to the coffee. And we must all do as we were taught to do as children, and not ask for anything we do not see on the table," was the reply.

That quieted the guests and they all promised to keep their eyes off the silverware under the glass globe.

"It's put there," the hostess said, "merely as an evidence of good faith. I want you brothers and sisters to know that when Kathryn does these freak things it's not altogether because she has to. I haven't

pawned her wedding presents or sold them or otherwise made away with them. We could all keep our hands clean at dinner if she hadn't made up her mind to return to the days in which fingers were preferred to forks."

There was something of a shout when the clams were brought in. Nobody seemed quite to know what would happen until the sister hostess picked up one of the tiny shells and slipped the springtime bivalve down her throat. Then it was seen that every clam had been detached from its shell, so the problem of how to eat them was easily solved.

"But the soup," said I to the sister from Providence, R. I. "I'm so afraid of the soup. It is so unbecoming to a shirt front."

"I've heard," said the brother from New York, "that eating soup with a fork is like kissing a man without a mustache. Then what will it be like to have to eat it without even a fork—like kissing a girl with a mustache?"

Nobody answered him, for the waitress had already appeared with the soup. It was chicken gumbo, strained and in cups, so the uselessness of forks or spoons seemed to be established. But the entree was impending. Its terrors were discussed before the course appeared on the table. Never before had the arrival of the waitress in the dining room been awaited with such interest. The minute that either of the two women opened the door leading from the pantry twenty-seven pairs of eyes stared at them intently.

"Just to think," cried our jubilant host, "three courses and not a grease spot yet! I'll take those forks down town tomorrow and sell 'em. Kathryn, suppose we get rid of 'em all and buy a motor car?"

\* \* \*

The entree proved to be large mushrooms, none of them less than three inches in diameter. They were served on thin slices of toast, also round, and not more than half an inch broader than the mushroom, over which there was spread a layer of sweet bread. "Just see how easy it is," the sister hostess explained, as she lifted up the circular piece of toast. "It's just as easy as eating a sandwich," said Sister — from Pittsburgh, Pa. It was not difficult, and the gayety of youth and healthy appetites carried the party successfully over this episode.

"But I am afraid of that roast beef," said the brother from Vermont. "How can I eat a piece of roast beef without a fork or knife? The next time I suspect I'm coming to a dinner like this I'll go to the zoo at feeding time and fill up the day before." His apprehensions were unnecessary. It was not roast beef that came next. The waitress handed to every guest a delicate spring lamb chop. It had been made in the manner of a French chop, as the butchers call it, and the tiny bone was attached only to a tender clump of the meat. By holding the dry bone one could eat with as much ease as if there had been a dozen forks at one's disposition. The second waitress put on every plate some potatoes fried in the style that the French chefs call *fommes de faille*, or straw potatoes. They are perfectly dry and can be eaten quite as well with the fingers as with a fork.

"This is a perfect cinch," called out the brother from New Hampshire, who had eaten more than anybody else, and from his appetite might always have struggled along without any conventional aids. "But I tell you one thing," said the sister from New Haven, Conn., "the idea of salad frightens me. Tomato mayonnaise in one's fingers!" "Wow!" from the brother of Richmond, Va. "Then ice cream in your hands!" "Wow again!" from the brother of Cleveland, O.

"When Kathryn talked about this thing first," our host remarked, "I expected to have a shirt front like a Turkish rug, but I'm still like driven snow."

"But wait for that salad before you boast," came from Sister ———, of Indianapolis, Ind., "it will spatter so."

But there turned out to be no more spattering from the salad than from any other dish. It was cold asparagus and its stalks lent themselves easily to the scheme of the dinner. The French dressing was poured into a corner of the plate.

"Have you noticed," asked the sister from Louisville, Ky., of the brother next to her, from Nashville, Tenn., "that it has not once been necessary to have the finger bowls?" "Yes," he responded, "and when we began I expected to have to jump to one before we were half through."

"Don't forget that the ice cream is coming," was the reminder from the old veteran. "Won't it be fine if it's begun to melt a little? I'm going to lean over and eat it like a cat." The ice cream was not melted for the reason that there was none. One of the waitresses served to every one a bit of whipped cream flavored with cognac and put on every plate some soft sugar. Then her colleague handed about big, luscious strawberries with the stems still attached to them. Dipping them by means of the stems into the cream and sugar was easy. Then there were cakes with them. All that

remained was the coffee, and that offered no difficulties.

"It can be done, Kathryn," her husband said, as the guests went into the drawing room for bridge, "but what is the use? Now that you've proved it, let it go at that. Come on fellows, we'll burn a cigar."

The sisters sympathized with her, said the men were such material brutes that they cared for nothing about dinners but getting the food, and that the fingers and thumbs dinner party was the most charming novelty of their experiences during their visit to Boston.

These fingers and thumbs dinners are sure to become popular, and the sisters have half the fun thinking out the dishes that may be served in a way to make them possible and economical at such a party. Not all of them put the scorned silverware in the middle of the table. At one of these dinners the knives, forks and spoons hung from the chandelier over the table and were tied with ribbon of the color that prevailed at the dinner. They were also hung with flowers which made the centerpiece.

One of the *hors d'oeuvres* popular at these new dinners is celery filled with Gorgonzola cheese. The narrow end of the stalk serves as a handle. Other appetizing things, such as cream cheese and walnuts, sardines, sardines mixed with yolks of hard boiled eggs and caviar, are put into the thick end of the celery stalks. Soups may, of course, be of any kind, since they are to be served in cups. Fish may be served on toast, all bones being carefully removed.

It is generally understood that I am a chronic diner out, always ready for a thumb and finger, knife and fork, or any old dinner at all. At my last dinner a shad roe was served in little pastry bowls. The same little shells are used to serve green peas, although they are best on *fonds d'artichants*. The sister hostess served for the entree the leg and side bone of a broiler with enough of the meat cut away from the bone to make it serve as a handle. Endives make an excellent salad for such a dinner and can be eaten in the fingers without any difficulty. Of course, there is less difficulty about desserts, as any sort of tart or cake will serve. But the sisters wish to do the most bizarre and seemingly impossible thing that every hostess at one of the new style dinners aims at, and this seemed to be reached in the case of meringues glaces which were served with the ice cream inside of them and which the hostess expected the guests to eat with their fingers.

Fingers and thumbs dinners may seem rather foolish in the retrospect when one remembers them next winter. They are rather amusing just now, as the novelty of the convention *demi-saison*, duly appreciated by

CAPT. GEO. W. BARBER, SR.

### Centralia, Ill.

It seems hardly suitable at this time of the year, when everything is bright and beautiful and shows signs of summer, to relate what happened in the dead of winter, yet we want the brothers and sisters to know that Dewey Division 121 is still on the onward march, interested in all that pertains to the O. R. C. and L. A. We have an entire new set of officers this year. They are all earnest workers and if the membership do their duty we may expect much before the year closes. The O. R. C. and L. A. held their joint installation in the new quarters, to which we moved just previous to the installation date. A most enjoyable evening was spent. Our past president, Sister Shugart, was presented with a handsome L. A. pin, and Sister Bird, who had been so faithful for years as musician, was given a beautiful spoon.

Sister Rupp, our secretary, has been quite ill for several months; we miss her and hope she will soon be fully recovered. Sadness has come to several of our sisters this year, in the death of relatives, and we extend to them our sympathies.

The Ladies Auxiliary was delightfully entertained by Brother and Sister Wisher some time ago, the occasion being their tenth wedding anniversary.

The annual Easter Monday ball, given by the O. R. C. was a most decided success socially, and considering the weather, was well attended. The Ladies Auxiliary furnished the refreshments.

Several of the Centralia people are planning for the convention. Those who have never had the pleasure of an eastern trip will surely enjoy this one to Boston.

MRS. J. W. BURGE.

### East St. Louis, Ill.

We are very prone to criticise each other, and lately I notice it has cropped out in our beloved Journal. Where I once believed we were really amateurs in our various contributions to it, I find some of us have become severe critics. We might feel inclined to be troubled over the discordant contributions if we hadn't remembered there were such afflictions as dyspepsia and nervous irritability. So, as our worthy correspondent of Livingston "fessed up" to "nerves," the good man from Kansas probably has the dyspeptic affliction. And from the knowledge of the disease through my father, who is a physician, I know it to be a very irritating ailment while it lasts. It attacks friendship and brotherly love, and leads on to narrowmindedness generally. And, friends, all parties so diseased are deserving of all the consideration that can be shown to them, as they could no more live by the teachings of the little poems contributed by Mrs. W. B. Cochran, of Jack-

son, Mich., or J. E. Carnes, of Los Angeles, in February, than they could see the sun at midnight unless they went to Norway, or changed climate and recovered the good health they need in order to make a broad, clear mind and heart. A party once died with a peculiar disease (so the story goes), and at the autopsy the men of science discovered a multiplication table in the heart. Now I fear it will prove contagious to our Order unless we stop multiplying each other's efforts. Efforts! I repeat it—for we all must begin in order to reach success. Encouragement has caused many a party to reach the top, where ridicule would have choked out all elevating desires.

We never grow "too old to learn" is an adage I've heard for years, and in my thirty years of migratory existence I have accumulated some knowledge of events and things, and generally pride myself on "keeping up" with the events of the day. But it has come to pass that the man with "tested air" from the "windy state" reveals to us benighted mortals that the "Chicken Pickers" are an organized union and edit a journal. If this is a fact, I would like to obtain a copy of said journal, and will gladly exchange information with him through the medium of these columns as to his desired information regarding any of Dickens' works of fiction, as I am an ardent admirer of his writings and have met many living characters who strongly reminded me of his "fictitious" ones. I generally find the living ones to be more interesting than any novel ones could be, and have often thought Prof. Make-Over himself could not improve on some, while all sweetening compositions in his collections could not counteract the acids there are in others' natures. Why it is so I can not say, and can only leave the question for some one else to answer.

E. WARE EST HUMANUM.

### Toledo, Ohio.

In making my bow and entering upon my duties as correspondent for Banner Division 6, I do not expect or anticipate that I will set the world on fire with my eloquence or create unbounded enthusiasm with my sage advice. No! I will leave that for others, who are far better gifted than poor me. I only wish to say that Banner Division is still at work, endeavoring to do its share in the good work that falls to the lot of every Division of the Auxiliary. My understanding of one of the duties of our Order is to be, as was originally intended we should be, really an Auxiliary, i. e., a help to the Order of Railway Conductors, and especially to our own local Division, and this is my first word of advice to all sisters: In order to be a real help to the Order of Railway Conductors, see to it that you urge your husbands to attend every

meeting of their Division whenever they are in. Put yourselves out a little, if necessary, in order to arrange so that they can and will go to their Division meetings. If all sisters will do this then there will be a good attendance at their meetings and new interest will be found by them in the good of their Order, and in consequence, a renewed interest will spring up in our own meetings. But if, on the other hand, you persist in saying to your husband, "Oh, dear, this is meeting day again, but I wish you would stay at home and take care of the children, for I want to go down to mother's a little while," or any other petty excuse you might have, and he says, "Of course I will stay at home; I don't care much about going down to meeting anyhow," and he stays at home, and you, instead of being an Auxiliary to the Order, have become a detriment. So I say, let us really be an Auxiliary. Let us really be a help to the Order of Railway Conductors; urge your husband to attend his Division meetings, and thereby our usefulness will be acknowledged.

MRS. CARRIE M. OSBORNE.

### Chicago, Ohio.

Our installation is well over and our new officers have taken up the work with enthusiasm. Our president seems to be the right one in the right place; in fact, we seem to have been particularly lucky in our official corps this year.

Our Division is now nicely located in the new hall which is owned by the conductors and which they kindly invited us to share with them, which we were pleased to do. They have ever shown a brotherly disposition toward us and we are justly proud of being an Auxiliary to such a fine set of conductors; and to say we are proud of our lodge home would be putting it mildly. We are also proud of our Journal—personally, I am glad of the opportunity to speak a good word for it.

Visiting sisters will find our latch string out and a cordial welcome on the first and third Tuesday evenings in the month at 7:30 o'clock.

MRS. D. T. LLOYD.

### Detroit, Mich.

Detroit Division 44 is doing nicely taking in new members. We have added three new members to our circle of friendship this year. Our president, Sister Lockard, being always at our meetings, and her staff of officers working in harmony with her for the good of our Division, and its members, makes our meetings both pleasing and interesting. I really think our only drawback is non-attendance. While we know that every sister likes to see our Division prosper, the majority are content with a bird's-eye view. It should not be so. If

every sister would make a point of attending one meeting of the month—if they could not be present at both—it would be most inspiring and gratifying.

We feel sorry to announce that Sister Leach has been called on to mourn the death of her dear husband who was a member of Division 48, of Detroit.

Sister Hart being our delegate to the convention, we may look forward to a very interesting report, as it can be truly said of Sister Hart that she is always the right person in whatever she represents pertaining to the good of our Order.

Our meetings are held the first and third Thursdays of each month. Sisters, should you visit Detroit, we would be more than pleased to welcome you within our circle.

MRS. J. N. LOVELL.

### Battle Creek, Mich.

This beautiful springtime puts inspiration in our souls and gladness in our hearts. The bright verdure everywhere reminds us of things renewed; it suggests new life and a fresh beginning for us all. As an Auxiliary we are progressing because most of the sisters manifest such deep interest in all of our undertakings, but of course, we have a few of the inevitable "knockers"—that class of people who are ever complaining of the works of others, yet do not even come out to the meetings. If we are true to our obligations we will help bear the burdens of the Auxiliary as well as enjoy the pleasures.

Our Auxiliary meets on the first and third Fridays in the month. On the third Friday, after all business is disposed of, we have a social time with refreshments. Some sister donates an article, which is raffled at five cents a guess, and the proceeds go to swell our treasury. Last time an apron was raffled off and the sisters were all very anxious to get it, which caused lots of fun.

During the last few meetings the sisters have been drilling on floor work for initiation, as we expect to initiate soon and our president wishes us to have the work "right down pat."

I must tell you of the enjoyable evening that the sisters of Division 230 and their husbands spent at the pleasant home of Brother and Sister Ricketts. We were entertained in a right royal manner. Pedro was played at seven tables, while there was one table at which conversation was the diversion, and one of the sisters was awarded a prize for being the most fluent conversationalist. Our president, Sister Ricketts, assisted by Brother Ricketts, served a most delicious luncheon.

April 27, Battle Creek Division 230, in company with Battle Creek Division L. A. to B. of R. T., perpetrated a surprise on our past president, Sister Greyson. The

affair was in the nature of a farewell, Brother and Sister Greyson and family being about to take up their future home in South Bend. It was, indeed, a most complete surprise on our sister, as we found the house filled with dry goods boxes and crated furniture, but it did not take our hostess long to arrange tables and chairs. We had a spirited game of progressive pedro and the son and daughter of Brother and Sister Greyson rendered several fine musical selections. After a picnic supper, Sister Ricketts presented our past president with a beautiful cut glass dish as a small token of regard for her faithfulness. We regret her departure and will miss her presence in the lodge room. The other Order also remembered Sister Greyson with a gift.

Brother and Sister Lee, of Port Huron, are to be congratulated on the arrival of a little daughter.

Sister McMahan has our sincere sympathy in the loss of another dear sister. Death has robbed her of a father and two sisters within the last two years.

A standing invitation is extended to all sisters who may be in our vicinity.

MRS. H. G. WALWORTH.

### Portland, Ore.

Since Oregon Division received its new badges early in the year, I have been adorned with two of them—the secretary's badge and that of correspondent. Truly, I should be a lady given to much writing, and I have wanted to see a letter of mine published in the CONDUCTOR ever since its adoption of the nice, clear type for our communications.

On Tuesday next our delegates will be gathered in classic Boston for the convention. What a time of welcoming and hand-shaking there will be! How I'd love a few glimpses of that historic city! I trust that all who attend the fourteenth session of the Grand Division will write letters to our interesting magazine, THE RAILWAY CONDUCTOR, that those of us who must be on duty at home may know of the good things our brothers and sisters have enjoyed at Boston in 1909.

MRS. J. W. CROCKER.

### N. D. of Charny, P. Q.

After a year of silence I am going to ask for a little space in your interesting Journal. As many events have occurred since my last letter, I will do my best to be as brief as possible. However, if I should pass the fair limits, please be indulgent, as a young girl of sixteen has always much to say. The principal event in the past year was the foundation of Division 533 for Levis division. Considering the efficient officers selected, it is useless to say that Division 533 cannot do

otherwise than progress and give good help to its members.

The second event was the departure of Brother Bouthillette on the occasion of his recent wedding with a lovely "Quebecanoise." We all wished him a happy trip. His lodge brothers are preparing to present him with a gold purse on his return, which will be in about a month.

While traveling on the Maritime Express last week, I had the pleasure to note that Brother Marchessault, who has been seriously ill, is back to his work.

Now, as I promised in the beginning to be as brief as possible, I will bid you good-bye, thanking you for your hospitality in the Journal and hoping to have, before long, the pleasure of reading the correspondence of some Levis Division boy.

MISS ADRIENNA PILON.

### Two Harbors, Minn.

Iron Queen Division 186 closed a very prosperous year, with an increase in our membership, and quite a nice sum in our treasury. We, too, have had our installation of officers and began the new year under very favorable conditions.

In the retirement of our president for 1908, we lost a most faithful worker, one who found pleasure in doing her part. Our past president was presented with ten dollars in appreciation of the faithful performance of her duties. The re-election of our secretary and treasurer for another term tells only too well of how highly she is regarded by her sisters.

We initiated two new members last meeting and have several applications.

December 21, I had the pleasure of being a guest at the installation of officers of Hollingsworth Division 100, O. R. C. The ceremony was certainly beautiful and impressive. After installation the conductors invited their wives, children and friends to their banquet hall, and all had an enjoyable time, eating, drinking, and visiting.

Best wishes to all sisters.

MRS. ALLEN H. CLARK.

### Indianapolis, Ind.

As one of our sisters said in her last letter, "all roads lead to Boston now." I may add that all eyes are now riveted on that temporary focus of railway interests, and there is little else for those of us to do who are left behind, but to await, with suspense, the return of those who will carry the news of the outcome of some of the all-important matters which will be brought up in that great assemblage, as well as the incidental pleasures attending the trip. However, while that is of paramount interest at present, we must not neglect the minor interests, but try and attend to the little duties here at home so that "while the

cat's away, the mice will (not) play" in this instance; but we may intersperse a little work in with the play.

Some of our sister lodges may think, from this remark, that we have more work than play in our Division, but I beg leave to dispute this fact, and will say that we postponed our social from its regular time, which is to be in the shape of an all-day outing, this time at the pleasant rural home of Sister Heath, (an always looked-forward to affair) till the return of our "Bostonites," for their especial benefit. Had we been more selfishly inclined, we might have had all the fun ourselves (and all the grub), while they were away, and truly verified

sonalities as are bound to come up in most any organization. It may serve us well to remember that charity is the very embodiment of reason, large heartedness, forgiveness, and a certain kind of oversightedness; in fact, the blending of many virtues in one and withal, a big word, in meaning. Our wheel of progress, while not having made quite as many revolutions recently as at some other times, is moving just as surely, if slowly. We initiated three new candidates at our last meeting and three between that and the last writing, and have Sister Brown, of Terre Haute, added to our number by transfer, which we know is a loss to that Division. While we are the gainers



GROUP OF STARS—BETHLEHEM DIV. NO. 1, CLEVELAND, O.

that old saying, "When the cat's away, etc.," but you see we are a very considerate lot, and charitable to a degree, but we must ever try to live up to our motto. Did you ever stop to think how many different kinds of charity there are, and how much is implied in that one little word? It is almost synonymous with blindness, in dealing with some questions which come up in our Division, as at times we are almost compelled to close our eyes and shut out all appearances of that which is offending or personal, if we would promote peace and harmony, and "with malice toward none and charity for all" try and overlook all such unpleasantness and per-

this time, this "exchange game" is a square one, as a fair exchange is no robbery. We also have prospects of other candidates, for which we are always glad, and yet, while we are always desirous of adding new sisters, it is to be hoped we may not, in our desire for adding to our number, lose sight of the fact that it is of equal importance to keep in "good working order" those we already have as to add new ones, as numbers are not all there is to it. I presume our president, more than any other, realizes this fact. If we were all on the alert for improving every opportunity, as has been proven in the case of at least one of our sisters, we would have a lodge as far reach-

ing in its results as the east is from the west. My reference (if you will pardon a little personal allusion which may savor somewhat of self-praise for our lodge) was in the case of our good Sister Heath, who, having been presented with the booby prize in the shape of a certain little animal (I'll not call by name, having, however, quite a receiving capacity), at one of our socials, conceived the original and much appreciated idea of filling that capacity with small change. When filled, she presented it to our Division to be given to the Conductors' Home, which added quite a little to the donation we were sending in. Now I think we are justified in being proud of such sisters, and hope we are pardonable for it.

It seems that we have always the sad duty of reporting some deaths in our columns, as two of our sisters have been the victims of that unwelcome visitor, in the loss of dear ones. Sister Ullery has lost her mother, and Sister Cunningham her only son. They certainly have our heartfelt sympathy, and we trust they have found solace in our great comforter and friend, who beareth all our griefs. I will close with a God-speed for each and every Division.

MRS. GUY NEWBY.

#### Collinwood, Ohio.

Aura Division 26 sends greetings and best wishes to all readers of THE RAILWAY CONDUCTOR. We had a very pleasant time at our installation of officers, Sister Arthur acting as installing officer. Immediately following the installation we were invited to the dining room, where dainty refreshments were served, and a social time was enjoyed by all. In March we accepted an invitation from Bethlehem Division 1 to help them celebrate their anniversary, and had a most pleasant time.

Several members have entertained the Division at "thimble bees" through the winter; these were greatly enjoyed by all who attended.

GEORGIA M. WOOD.

#### Nashville, Tenn.

La Rue Division is holding meetings at the same old stand, and every one is bewildered over the thoughts of a candidate for next meeting, but having a candidate every year or so is enough to frighten the dear sisters. Ha! Ha! Since last writing, a "sock social" was held at the home of Sister Overton, which was a success both socially and financially; also a rummage sale, which proved a success.

There has been some sickness among the members and we are sorry to note the inattention the sisters seem to pay to those sick. This is a good way to lose members, and the Division is not growing rapidly enough for this. There is rumor of losing

Sister Miller, who is to move to Little Rock. This will be thoroughly regretted, as she has proven a splendid member. May she be happy in her new home, and with her goes the love and best wishes of La Rue Division. Wishing all sister lodges success, I will close.

MRS. D. A. PITTMAN.

#### St. Louis, Mo.

Division 11 has noticed that no mention of the death of two of our worthy sisters has been made in the Journal, and as they were known to quite a few, would like for you to kindly mention the same. Mrs. Laura Hamer died July 30, 1908, at Flora, Ill. Mrs. W. F. Lewis died November 30, 1908, at St. Louis. Mrs. Lewis was the wife of former Secretary Lewis of Division 3.

MRS. NOONAN.

#### Pittsburg, Pa.

As a great many of our sisters are going to the convention I know they will all be too busy to read the Journal. Sorry I cannot be one of the number, but hope all who do attend will have a glorious time. We have selected as our delegate Sister Wooten, and feel she will look to our interest in all things possible.

With sorrow we mention the death of Sister Young, of Brownsville, who was buried Sunday, April 18. Fourteen sisters from Division 9 attended the service.

As this is moving week, we also have the moving bee in our bonnet, and are moving our lodge room to the seventh floor, Century Building. This, we think, will be an improvement, as we will have elevator service. Sisters, come one and all to lodge.

MRS. P. RAFFERTY.

#### Kern, Calif.

The past year for Eschscholtzia Division 191 has surely been a banner year in regard to increasing the membership and the good work done by the members. Twelve new members were initiated into the secrets of the Order, and three were admitted by transfer.

Election of officers resulted in Sister Johnson being chosen president and Sister Newhouse vice-president, both more than worthy to assume the duties of their offices, and they have the good wishes of all for a prosperous year.

In Sister Badger, as our delegate to the Grand Division, we would have been well represented, all knowing Sister Badger would have done all and learned all she could for the good and advancement of the Order, but owing to a sprained ankle, she was unable to go to Boston. The accident happened at the last moment, making it too late for the alternate to go.

Installation was a memorable event for all, and especially the new members. Sister Wallace, as installing officer, assisted by Sister Myers, as grand marshal, performed the installation ceremony with dignity and impressiveness.

After the banquet, as a little token of our appreciation for her splendid work during the past year, a silver water pitcher was presented our retiring president, Sister Gates. She responded to the well chosen words of presentation by Sister Johnson, with her usual grace and adaptability to all demands and occasions.

The Grand Ball on the sixteenth of April was a financial and social success in every way.

We will have initiation and a banquet at our next meeting, May twenty-sixth, as our husbands and children are entitled to their share of our pleasure. A general good time is expected.

We all sympathize greatly with Sister Graham, who recently lost her husband.

NELLIE I. DAVIS.

### Savannah, Ga.

Our long silence has not been caused from want of something interesting to chronicle, but from the correspondent's lack of time, and may be for lack of push. Many things worthy of note have taken place, that are now too far in the past to mention. Business in Division 110 is moving along smoothly and briskly. We are expecting two candidates at our next meeting, to put through the mysteries of our secret travels.

On April 13 a most enjoyable dramatic entertainment was given at Lawton Memorial hall, which netted the Division about \$50.00.

The next social event for our financial benefit will be given by Sister R. D. New

at her handsome new home on 32d Street.

We have decided not to have our regular annual picnic this summer, but to have instead an outing for our members and their families only, on the beautiful lawn of our good Sister Wheeler at Marlow, Ga. We are looking forward to this event with much pleasure for Sister Wheeler has promised us a good old-fashioned supply of vegetables and bacon of their own raising.

We are sorry indeed to report that our vice president, Sister Frank Wilkinson, is in the hospital, sick with typhoid fever, while her husband is at home sick. We hope for their speedy recovery.

On March the 27th, our Division suffered one of the saddest experiences through which it has ever passed, when the sweet spirit of our beloved and faithful co-worker, Sister A. J. Battle, wended its way to heaven, leaving behind a baby girl just six weeks old. We extend deep sympathy to her husband and family.

As we watched this changing from death into life, the question arose, what is death? The answer came, to the Christian it is only a falling asleep in this world to awake in the everlasting home of joy and peace. No death, only a changing from an imperfect to a perfect state. Life is only a short journey here, then we come to a bridge called death, which transports us to a region where all is pure, substantial and endless felicity. Why should this sleep be something to fear, when it is only a passing to the Father and a paradise of love? And the Savior has promised to conduct all the faithful through this sacred trance into their own glorious home; to go out no more forever. If our sister could look back, we feel that she would waft us this message: Choose the Savior I have chosen, live for immortality, lay up your treasures in heaven and death will only be the true beginning of life.

MRS. E. R. CARSWELL.

### The Faithful Few

When the meeting's called to order

And you look around the room,

You're sure to see some faces

From out the shadows loom,

That are always at the meeting.

And stay till it is through.

Those you sure can count on,

The Always Faithful Few.

They fill the vacant offices,

And are always on the spot,

No matter what's the weather,

Though it may be awful hot;

It may be dark and rainy,

But they're the tried and true—

The ones that you rely on,

The Always Faithful Few.

There's a lot of worthy members

Who come when in the mood,

When everything's convenient.

Oh, they do a little good;

They're a factor in the Order,

And are necessary, too;

But the ones who never fail us are

The Always Faithful Few.

If it were not for these faithful ones

With shoulders at the wheel,

To keep the Order moving

Without a halt or reel,

What would be the fate of orders

That have so much to do?

They surely would go under

But for The Faithful Few.

—Selected.

# The Order

This Department is a Forum in which the members can discuss matters of interest to our Order and its members. The editor does not assume responsibility for the ideas expressed by the correspondents to this Department. Personalities, intolerant expressions, detailed descriptions of entertainments or funerals, lists of committees, and matters of purely local interest can not be used. News and communications upon matters of general interest are cordially invited. Write on one side of paper only. No communication will appear unless the name of the author is furnished us. Communications for this Department should be in this office not later than the 15th of the month for use in the following month.

## Bellevue, Ohio.

The public is hypnotised in the general belief that the engineer is IT. While there is no question that his position is one embracing broad technical skill, yet, as the question presents itself, it makes the average conductor smile, when reflection calls to mind the many cinder snappers that somehow fill the job by simply looking wise. However, the chance is there to be greater than the exactions of service require, and be on a par with the old-timer, who can build up or tear down. But the object of this article is not to knock on the old war horse of the head end, but just a wink that we are wise to the unsophisticated public, that thinks he is the creator of his machine. But for intricate circumstances, it's up to the conductor. During the period in February this year, when all telegraphic communication was destroyed by sleet, the Nickle Plate System gave a splendid demonstration of "experience as an asset" that, to my limited knowledge of events at that time, is quite worthy of consideration by railway men in general.

That trains can be run without despatching forces was most emphatically demonstrated on this particular line of single track. That the entire volume of so vast a traffic was moved, by the skill of experienced conductors, emphasises the fact that the training of that department is the bone and sinew of the intelligent means of traffic facilitation at all times. The fact that the entire business was carried through without mishap, speaks volumes to the credit of the local management, from the division superintendent down through the men where this remarkable feat of skill was demonstrated. For the period of ten days the trains moved in both directions, with almost the same despatch that attend during the hours when a high grade of despatchers moved the traffic.

It brings to mind the logic of Mr. J. J. Hill, of the Northern. He says: "Show me the rank and file of any railway, and I will tell you the calibre of its superintendent."

This experience, if Mr. Hill's logic is correct, speaks well for the close and intimate business relation between the division superintendent and his men. Not one fail-

ure is on record where trains were not moved. The men simply railroaded, by assuming the schedules of second class trains west, and put up signals on first class trains east when they approached that limit when second class trains were about due. East-bound trains having signals put up on first class trains, gave the instructions of distances they wished signals carried; sometimes it was to the next terminal, often to the point that put them by superior trains, where the signals carried were apt to delay other trains when the distances were too great for them to keep reasonably close. Considering that no communications were possible, neither Morse nor phone code in use, the record was a remarkable one under the circumstances of single track work. East-bound trains had superiority of direction over trains of the same class. Fortunately, the time-table on this line was adapted to this particular circumstance, that is, the second class trains are west-bound, and so scheduled that enough time space between them allows the loss of rights from one, to assume the other, under circumstances like the loss of all communication that prevailed during this period. That experienced men are everywhere is without question, yet the ready grasp of such conditions depends much on the training of men. The management may well feel pleased with the manner in which the conductors handled the business, when there was absolutely nothing but the initiative value of the practical conductor in evidence. The Nickle Plate has many feeders and interchange business, that handles large shipments of stock and fast freight. None of this was neglected nor delayed. The crews fully protected this, and the interchange was moved in its regular order of business. In not one instance was this remarkable feat of train movement under the direction of despatching of any kind for days. It was simply moved on a system that was safe in the hands of the experienced and well-balanced conductors. That the men are highly elated over the event which gave them a chance to demonstrate the value of experience is expressing it mildly. There could be no better proof to the public and the shipper that the Nickle Plate slogan, "QUICK DESPATCH," is always in evi-

dence. The direction of affairs during this period certainly demonstrates that the conductors are there to "deliver the goods." E. W. HORTON.

### Fort William, Ont.

I have been watching the Journal, hoping to see something from Division 286, but it appears that our correspondent is either too busy, or perhaps he is snow-bound. It looks bad when a Division like 286 has to call on visiting members to fill the chairs. You all know that this is not right. We showed our strength when we elected our present chief conductor to be mayor of this flourishing city of Fort William, Ont., by a bigger majority than his opponent received votes. Brothers, this, in itself, is a proof of what kind of stuff we are made of in Division 286, but do not forget to attend our meetings. Our chief conductor gave us some very valuable information in regard to entering and leaving a Division; it is something we should all try and do. Our secretary had the misfortune to suffer the loss of his wife, who died in New West Minster, B. C., and she was brought back and buried here. I am glad to say there was a big representation of the O. R. C. brothers present from Divisions 536 and 286. We all extend to Brother Hurdon our sympathy in his great loss.

I was sorry to notice that we are a little behind in Fort William. In looking over the list of L. A. to the O. R. C., I did not see the fair sex from Fort William represented. Now, brothers, I think you should encourage the ladies to start an Auxiliary. I am well satisfied that the ladies of Fort William would make a success of it, for you know that if it was not for the ladies we would not amount to much. I hope you will encourage your wives to start a lodge, and I am sure Division 286 will be only too glad to render any assistance necessary. It does me good to read Brother A. V. Newton's letters. They are clear and right to the point. I often think of you, Brother N., and the good, loyal brothers of Division 2. I was a member there for many years, but time has brought its changes. I agree with you in regard to pensioning off old and disabled employees.

The brothers on the G. T. P. Ry. are after a schedule and I hope we will get it. However, our general manager has not met our general committee yet, but all hope to see an early settlement of our troubles. We are a new road and expect to have about 1,300 miles in operation by fall.

Brother Vollick had the misfortune to lose his wife. We all extend to Brother Vollick our sincere sympathy.

Brother Rollo was the lucky winner of a \$350 piano in a counting contest. As

Brother Rollo has just joined the Benedicts, we all congratulate him on his good luck, as he will not have to buy one.

Brothers Capen and Vance are doing a big business. Brother Capen is advance agent for the Vance-Capen Iron Board Co. We all wish them success.

W. A. KELLEHER.

### Trinidad, Colo.

Division 247 is still doing business at the same old stand and the latch string is always out to any brother passing this way. We are taking in a few new members and have several more that are eligible, but seem to be waiting for some good brother to give them an invitation to join us.

Business is pretty dull here now, and the crews have been reduced one-half and several conductors that have been running trains regularly the past two years are back braking, but we are expecting quite a stock business, which will necessitate the putting on of several crews. Of course this should not influence any brother to head this way, as we have plenty of men on the shelf waiting for this increase, which will not be until the middle of May.

Now, then, a few remarks to make in regard to a letter written by W. H. Simpson, of San Luis Potosi, Mexico, regarding the pension fund for old conductors. I certainly agree with Brother Simpson, and believe that every conductor of this Division will back me up in Brother Simpson's views—that we should all contribute to this fund and do what we can to have this become a law at our next annual convention. There are none of us but what dread the time when old age will overtake us, with nothing to help ourselves with. Most any conductor is liable to find himself totally without funds and too old to work at the age of sixty or sixty-five years. This could be caused by several things too numerous to mention. A pension of \$50 per month would keep the old conductor and his family in fairly good shape, and I believe it would be the proper thing. Where is the conductor now that would object to paying \$5.00, yes \$25.00 per year if he knew full well that when the railroad officials say "we will have to let you go, as you are getting too old; you have been a good old horse, but have outlived your usefulness and we will have to put a younger man on the run." So all there is left is to go back home and tell the dear old wife, who has got up at all hours of the night and prepared your meals and filled your lunch pail all through your younger days that "we are done; and now, dear wife, what are we to do?" Brothers, do you see what a grand thing Brother Simpson's ideas would be if we had it in force? C. M. DAUGHTY.

**Highland Park, Ill.**

The following donations have been received at the Home for the month of April:

**O. R. C. DIVISIONS.**

19.....	\$ 2.00	256.....	\$12.00
39.....	12.50	276.....	12.00
42.....	12.00	296.....	5.00
121.....	12.00	402.....	12.00
151.....	12.00	476.....	25.00
190.....	12.00	504.....	2.00
213.....	5.00	526.....	17.00
240.....	15.00	518.....	5.00
241.....	10.00		

**TOTAL.....\$182.50**

**L. A. C. DIVISIONS.**

25.....	\$ 1.00	167.....	\$ 5.00
30.....	2.00	172.....	5.00
37.....	5.00	220.....	5.00
65.....	5.00	257.....	3.00
94.....	2.00		
139.....	5.00		

**TOTAL.....\$38.00**

**SUMMARY.**

O. R. C. Divisions.....	\$ 182.50
B. R. T. Lodges.....	276.77
B. L. E. Divisions.....	210.00
L. A. C. Divisions.....	38.00
G. I. A. Divisions.....	190.50
L. A. T. Lodges.....	88.75
L. S. to B. L. F. & E. Lodges.....	71.75
James Costello, No. 270, O. R. C....	1.00
Alfred S. Lunt, No. 456, B. R. T....	1.00
F. S. Barnes, No. 28, B. R. T....	1.00
J. McQuaid, No. 29, B. L. F. & E....	1.00
Mrs. Ray N. Watterson, Danville, Ill. ....	1.00
Mrs. Augusta Statzer, Danville, Ill. ....	1.00
From members of 434, O. R. C....	5.00
Larned Carter & Co.....	50.00
C. & N. W. Conductors' room, Station No. 23.....	3.00
John Lynch, No. 111, B. L. E.....	.50
T. F. Cavanaugh, No. 115, B. R. T.....	.75
From B. L. F. & E., by A. H. Hawley.....	750.89
J. H. Thompson, No. 24, O. R. C....	1.00
H. N. Lampman, No. 24, O. R. C....	1.00
W. F. Beaudnell, No. 24, O. R. C....	1.00
G. W. Wills, No. 24, O. R. C....	1.00
C. H. Chase, No. 24, O. R. C....	1.00
J. E. Ingham, No. 24, O. R. C....	1.00
A. M. Wills, No. 24, O. R. C....	1.00
T. F. Colby, No. 24, O. R. C....	1.00
Joe Willatthe, No. 24, O. R. C....	1.00
J. O. Hare, No. 24, O. R. C....	.50
B. L. McCaron, No. 24, O. R. C....	.50
J. L. Berry, No. 24, O. R. C....	.50
R. C. Gelman, No. 24, O. R. C....	.50
C. Granfuld, No. 24, O. R. C....	.50
J. B. Thomas, No. 24, O. R. C....	.25

**TOTAL .....\$1,886.16**

**MISCELLANEOUS.**

Sheets, Pillow Cases, Handkerchiefs,  
Hosiery and Towels from eight sisters of  
No. 317, G. I. A.  
Box of Cigars from Brother D. Vaughen,  
No. 240, O. R. C.

Respectfully submitted,

**JOHN O'KEEFE,**  
Sec. and Treas.

**Roanoke, Va.**

"It's lodge meeting night," said Brother Brown,

"But I don't believe that I'll go down;  
I'm tired and it's pretty cold tonight,  
And everything will go all right  
If I'm not there." So he sat down and read  
The paper awhile, then went to bed,  
Having staid at home from the meeting.

"It's lodge meeting night," said Sister Grey,  
"But I guess I had better stay away;  
I don't like the way the young folks take  
Things into their hands, and try to make  
The good of the Order all jokes and fun;  
I think something sensible ought to be  
done."

So she staid at home from the meeting.

Thus one and another made excuses  
And said as long as they paid their dues  
And assessments promptly they could not  
see

What the difference was if they should be  
Away from the lodge room on meeting  
night,

And argued to prove that they were right  
In staying at home from the meeting.

And earnest officers of the lodge,  
And the faithful few who didn't dodge  
Around their duties and try to shirk,  
But did their own and others' work,  
Grew discouraged at last, and in dismay  
The Grand Lodge took the charter away,  
Because all stayed at home from the  
meeting.

**T. J. NORTHCROSS,**

**Denver, Colo.**

It has been a long time since I sent a  
line for Division 44. We are still doing  
business in the Odd Fellows' hall, 1543  
Champa Street, under the guiding hand of  
our worthy chief, W. S. Ammon, and to  
visit Division means you will come next  
meeting, as you were instructed the right  
way and made to feel welcome. I have  
spent the past four months in traveling  
and it does one good to meet brothers like  
Bogert and Murphey, of Division 57, and  
Brother Fuller, of Los Angeles Division  
111, as well as the brothers of El Paso,  
Texas. It would do some who think they

have a cinch on their jobs good to meet with them and it would explain at once how our Order is respected the way it is today; and just drop into Shreveport and meet brothers Southerland, Hill, and Hall, who make one feel proud that they belong to the same Order. I have not had the opportunity to attend our Division but once this year; Division chairs were all filled, and among the old faces were Brothers Ogden, Hinkley, and Lawn Pierce, our depot master, the ones that in early days used to sit in Division 44 and speak for the good of the Order, and knew what it meant if the bell cord was not cut, and on freight had an old windlass on top to wind the cord up with—one can always get the good western handshake from them.

We had the pleasure of meeting Brother H. C. Vaughn, general chairman of the A. T. & S. F. One meeting him would not have to think a second time for the reason things are going along so smooth on the Santa Fe, with such a leader.

A great deal is being said about the old and disabled conductor; most conductors have a home and few would want to be taken away from their old helpmate; she helped earn what they have, but very little is written about the wife. Let us pension the old conductor so he can stay at home and tell the old lady the fast runs he used to make instead of sitting on some poor-farm telling to visitors how he used to do it.

Division 44 gave a banquet at the Albany the 20th of April—music, speeches, toasts. Our chief is doing everything to make us all one big family, get us acquainted and broaden our views. Division 44 is prospering and takes in good material when found, and all brothers are invited to attend when in our city, and be made to feel at home. They will always be given a chance to air their views.

Business is not the best out of Denver at the present time, but things look good for all we can do this summer and fall.

KLONDIKE.

### Marquette, Mich.

The many friends of Brother D. Vaughn, of Division 240, will be interested in the following:

Marquette city election, just held, was one of the most hotly contested in the history of the city. Brother Vaughn, secretary of Division 240, also chairman of the Duluth South Shore & Atlantic Committee, was elected mayor of the city by a handsome majority. The boys all got out and hustled; made a united effort and won a great victory. Brother J. Downey, who is an alderman in the city, is entitled to special mention for his untiring efforts. The O. R. C. boys call Downey "Senator." He takes to politics like a duck to water.

Marquette is a beautiful city of 13,000 population. It is known as the Queen City of the Great Lakes, and it is considered no small honor to be elected as mayor. In Brother Vaughn, Marquette has selected a man worthy of the office, a man who will not be any man's man, neither will he represent any ring or clique. He will be the people's man; he has the courage of his convictions, and will do the right as he sees it. At the first meeting over which he presided he received many beautiful floral tokens—among them a flag and horseshoe from his O. R. C. brothers. It is said that at no former event of this kind held here were the flowers so beautiful as upon this occasion. We all wish Brother Vaughn a successful administration.

We think mighty well of the Conductors' Protective Association up this way, and advise every brother to take out a policy in the same. Don't forget, brothers, every new member makes it that much stronger; and if you are so unfortunate as to lose your position, that \$500 will come in quite handy. Get in the game and help the good work along.

ROBT. M. CLEMINSON.

### Carnegie, Pa.

Well, brothers, Division 447 is still in the swim and no danger of sinking, as we are all good swimmers, and we intend to keep her afloat until we reach the other side of Jordan. By the time this appears in print we will be back from Boston. I mean the delegates, or in other words, Uncle Sam's traffic managers, life guards, and dispensers of justice. My dear reader, you will pick up your daily paper and in its head lines you will see where the traffic managers have banqueted at some fashionable club. The man not experienced has a conviction that these are the men who handle Uncle Sam's commerce, from ocean to ocean, and look after the safety and comfort of 70,000,000 people. Not so, my dear reader. The men you met at Boston are the real traffic managers. Why? Well, at present the board of railway managers are about to abolish the office of traffic manager entirely. Can they abolish the office of the conductor? Not of one single train. The law will not permit that, and even if it did, would they? No. They have too much at stake; they have learned through experience to take no risk; they are taking the safe course; they must retain the conductors to keep them on the side of safety. These, my dear reader, are the men who made up the congress at the ancient city of Boston. This is America's real labor congress, which convenes and makes laws for Uncle Sam's most trusty servants, the railway conductors of America; laws that are as constitutional as any laws enacted by Congress; good, clean, unprejudiced;

free from political graft; laws that are not detrimental to millionaire or pauper. My good reader, we did not convene at Boston to erect a gibbet to crucify the millionaire nor to uncrown him of his crown of gold. We aimed to give unto Caesar that which is Caesar's and unto the Lord that which is the Lord's. So, my good reader, let us give unto those guardians of God's people what they ask, namely, justice. Will they be longer denied it? I hope not. Do unto others as you would have others do unto you. So be it. B. MALONEY.

### Going on the "Bumm".

What has happened to the railroads?  
They're trying to skim the skum,  
While promptly paying dividends  
They're going on the "Bumm."

They haul three times the tonnage  
Still adding to it some,  
And everything is growing,  
But they're going on the "Bumm."

Expenses must be curtailed  
Amongst men who handle "Slum."  
Economy is the order,  
We're going on the "Bumm."

They accuse the State Commissions  
And the Inter-state gets some,  
For interfering lawfully  
And putting them on the "Bumm."

They blame the organizations  
And say it's all "hum-drum,"  
To legislate for labor  
Will put us on the "Bumm."

The managements will tell us  
To vote for only some;  
Now do as we instruct you  
Or we'll all go on the "Bumm."

Demotions take place daily  
Reducing forces some,  
Plainly for a purpose  
They're going on the "Bumm."

The eight hour law is weeping,  
Dissection seems bound to come.  
They say it's interfering  
And putting us on the "Bumm."

If they think men are sleeping  
Or crazed by drinking rum,  
They certainly are mistaken  
While going on the "Bumm."

TOMMIE.

### Truro, N. S.

As none of the brothers down here on the shores of the Atlantic feel like writing to the Journal, I think I will try my hand for a few lines, for fear some of the brothers will think we have gone under. I can

assure them that there is a Division here, not as flourishing as we would wish, but we are hoping for brighter days. We, as a Division, have been going through a wilderness of depression, but we hope to see a brighter day dawn for us, as we believe truth crushed to earth will rise again. I notice several brothers have been writing in our Journal about the cost of our conventions and want only delegates by districts. Now I believe if this was carried out it would be very unsatisfactory and would cause a lot of disturbance among the Divisions. No person can do your work as well as you can do it yourself, and we cannot tell which Division may have something to bring before our next convention. It seems strange to me, as I understand it, that among the brothers who have been writing about this, not one of them has made any mention of the Divisions that have two delegates, or the same as two—that is, counting the permanent members. We have thirty-five permanent members and the Divisions they belong to send a delegate just the same. I do not see why this law should not be repealed. It was a mistake in passing a law making permanent members, as has been proven by the convention passing another law that no more would be made. Why not repeal the first law? Why should thirty-five of our Divisions have two votes on all matters that come up at conventions to the other Divisions' one? It is true that all the permanent members do not attend the convention, but they all can if they want to. If I am not correct in this I hope some of the brothers will put me right.

MAY FLOWER.

### Cleburne, Texas.

It has been about three years since I remember seeing anything from Division 262 in your columns. But let me remind you that we have not disbanded, but are in good healthy condition, with more members than we ever had and new ones coming in every month, and all good, first-class material.

Since we changed our meeting time to Monday afternoon we seldom fail to have a meeting. We find that Sunday is not a good time for meeting, as the boys that are at home on Sunday like to spend the day with their families and not in a lodge room. Let's more of us try some other day than Sunday and see how it works. The railroad orders are the only ones that meet on Sunday and why should we not transact all our business on week days or nights?

We have as good an adjustment committee as there is anywhere, and one that gets along fine with our officials, and whenever they have an appointment with our superintendent in regard to any irregulari-

ties of the agreement, he says to them: "Well, boys, let's see what the Little Book says about it," and seems to want to live right up to the agreement. Now don't you wish all of our superintendents were like him, and if they want to do this, let us give them the very best service possible and carry out our part of the agreement.

Our Division had a brother up in New York who had a great deal of sickness and death in his family, and wrote our secretary that he would have to drop out of the Order on account of not having money to pay his dues. The Division would not see him drop out, but sent him his receipts and card for the year. Brothers, let us not see any of the old members that have been in the Order many years drop out on account of not having the money to pay their dues, but reach out a helping hand to them.

J. W. CUMMINGS.

### Oswego, N. Y.

I desire to express, through the CONDUCTOR, my appreciation of prompt payment by the Conductors' Protective Association, of Detroit, of which I very fortunately happened to be a member. My papers were forwarded to Detroit on Sunday, and the following Thursday I received my \$500 check. I trust this public expression, through the CONDUCTOR, will swell their membership, as it deserves to be.

W. J. BONNER.

### Clifton Forge, Va.

Yes, "get in the game." The game is becoming interesting, and we need your support to make it a success.

Brothers, have you read the editorial in the April Journal? If not, get your Journal and read it, study it, and see if you can't get something out of it that will do you good. To me it sets forth a brother's duty towards his officers in his Division, as compared to the national ball game, and as should be applied and developed in our Divisions and among our members. It matters not how efficient our officers may be, they are powerless to carry forward to a successful issue the work that is put upon them without the loyal support of the members of our Divisions. It is just impossible for your chief conductor to show his ability to hold your Division together and build it up to the standard without your presence in the Division room on meeting days. There is something that you can do in your Division room every meeting day. If you can't pitch the ball, you can catch behind the bat, and if you can't catch behind the bat, you can take your place in the field, or on one of the bases. You must fill your own place in this game—no man can fill it for you. If you stay away, your place is vacant, and this vacancy will leave

a gap open for the opposing side to win. Don't let your place be vacant and the game be lost and then lay the charge at the feet of your chief. Fill your place every meeting day that it is possible for you to come, and the game is ours. With your presence and support, the duty and burdens of our officers will become lighter, and they will take on new courage and press forward with new energy, and there will be new life in the game. Without your support it will be a dead issue with your Division, and you will no doubt criticise your officers for the conditions existing. But, brother, they are not to blame. Meet with them on meeting day, give them a pat on the shoulder, and don't be afraid to tell them that they have done well. And if either of them miss the ball, be there to back him up and catch the ball. Your place is in the game somewhere, and no one else can fill your place. Let us profit by the lesson we learn from this national game, try to develop some team work in our Division and quit that continual knocking at everything that don't go to suit us. Get into the game good and hard and you won't find time to knock or to criticise our officers. All Divisions should, and it is supposed that they do, elect their best members to office. This done, then stick to them, back them at the most trying time, give them your loyal support, and they will do the rest. There is not an officer in your Division that needs your loyal support more than your local chairman. He relies on the support of his brothers. Show me a strong local chairman, one that delivers the goods without fear or trembling, and I will show you a strong Division of loyal members. Shake off your responsibilities, and shirk your part of this fight, and your official staff will soon go to pieces for the lack of support. You should remember that your local committeeman is not fighting battles of his own, but that he is fighting your battles, and if you expect a victory you must support him loyally. Encourage him if he fails in some things in which you think he should have been successful. The work of our officers is not always pleasant, and many a time the pathway is strewn with everything except sweet, fragrant flowers. Many times when they expected to gain a victory, they would come away in defeat. It is not always smooth sailing for our brothers who have taken the lead, so don't knock, but bend to the oar and "listen for the word," "dip a little deeper," or "speed up a little faster," and by and by we will gain the victory that can not be won in any other way.

The reports of our worthy secretary show Division 184 to be in a prosperous condition and able to hold her own. The boys are all smiles at the prospects of continual prosperity along the C. & O. lines. Busi-

ness on the C. & O. has been good for several months and we look for it to continue throughout the summer. The brothers of Division 184 regret very much to know that business throughout the country has not been so good as it has on the old C. & O. We can only say to the boys, stand close up behind the bat and catch all you can, and hold to your jobs. They may not seem of much value now, but we believe the time is not far off when we will realize that the Taft prosperity is here in reality, and then your jobs will do you some good.

H. A. CALLAHAN.

### Two Harbors, Minn.

Division 360 is located at Two Harbors, Minn., and I suppose there are many who wonder where Two Harbors is. Look at the map, after finding Duluth, then let your eyes follow a black line along the north shore of Lake Superior, twenty-five miles from Duluth. Many people are laboring under the impression, owing to the location of Two Harbors, that the region around here is cold enough for at least nine months in the year to freeze the smoke stack off of a locomotive. The words Two Harbors freeze in their mouths when they talk of it and they are never able to think of it because the lights freeze up and go out. Only venturesome people are ever able to go farther into the matter. This condition of affairs is erroneous, for it is only necessary for one to summer and winter in this country to appreciate what a magnificent, healthy climate we have, where one shakes off and is forever free of the asthma and hay fever. The city of Two Harbors has about six thousand population. Two of the finest harbors on the entire north shore of Lake Superior are located here, including the only steel ore dock in the world, with five other wooden ore docks, making in all over a mile of double docks. We also have lumber, coal, and merchandise docks, where there was shipped in 1908 fifty-seven million feet of lumber to lower lake ports from mills located along the line.

The offices of superintendent, dispatcher, road master and master mechanic are located here. Also modern, up-to-date machine shop, car shop, round house, electric plant, a yard system of over fifty miles of tracks, and more building. The bulk of our business is done between the time navigation opens and closes, about seven or eight months, and about thirty-five train crews have handled ten million tons of iron ore in a season.

We have the healthiest climate and the coldest and purest water, which, by the way, is never warmer than thirty-five degrees, and which really is the warmest in the month of January. The soil is very rich and is the cheapest at the present time

than can be found anywhere. Many people are buying and settling on these cheap lands. One can sell their high priced land, buy here and stock their land and buy all machinery for the farm and then have money to loan.

The largest steamships on the lakes come to our port—they are 600 feet long—and come to take on and discharge cargoes of every description. I have seen as many as forty of these vessels in the harbor at once, not including passenger and excursion steamers. A cargo for one of these steamships is about 5000 ton of iron ore, which would take about five train crews to handle.

In sight of us is the American Ship Building Co., which will build from two to three of these large floating palaces a year. During the past season sixteen vessels, ten steamers and six schooners, passed out of existence on the lakes. The boats that were a total loss were valued at \$631,000. They had a carrying capacity of 26,250 tons a trip, and, figured on twenty cargoes a season, their carrying capacity for a season would be 526,000 tons. The above are mostly small wooden crafts which have seen their day and are going out of existence.

J. M. HICKOX.

### Birmingham, Ala.

I come again with a kick, but this time the kick is high up. To remedy evils we must go to the fountain head. If we build a dam to furnish a sunnily of water for our use we must keep the dam in good order. It is not the outlet that we must look to but the structure of the dam that we have to depend on for the supply of water. Now the government is the dam that furnishes us with the supply of freedom and the means to live as free and loyal subjects; to make and to give our children that which is due them; to have for ourselves some of the rest and pleasures of a toiler's rights that is due the labor, but if we are to toil day by day and only receive just enough to meet the scant wants of life, what are we, slaves or free men, under this free government of this great nation? When the masses of the people which form a government hire men to go to the fountain head of the dam to increase the strength so that we may have a better supply, and they, through selfish desires, or to increase the wealth of some of their friends, go there and sell out and weaken that dam so that our supply of what is due us is curtailed and we must live on less than is due us, what must we think of them? If it was in the usual way of affairs they would be ousted at once, but we tie our hands in this government affair so we cannot defend ourselves. When we send men there to work for us it is time for a change if we do not want to drift into

government slavery, which we are doing at a faster gait than we think at this time. If there was ever a crime put upon a nation, or a country, there has been one put upon ours, and that crime has been committed by the men whom we hire to go and rebuild the dam, so we can have a chance to live like free people under a free government. This special session of Congress that was called to help matters and to start the wheels of commerce went there at the expense of the government, which is we common people, and what did they give us in the way of tariff reform? They gave us what a class of sixth-grade school boys would be ashamed of, if they did such a thing.

It is not necessary for me to go into details of the Payne bill, for I think the readers of this Journal have kept up with what they did for thirty days, and such a farce has never been heard of. I can't think, after reading of their actions there, and I have kept up with it as close as the press could give it, what a body of men sent to make laws for a nation like this one think of their actions. They must be men that have lost all feeling for their fellow men. When nearly all of the great industries of this country were idle and one-half the people were out of work, and after a year or more of hard times they were called together to relieve the depression and to start the wheels of commerce moving, what did they do but enact a farce? And if the Senate does not give us relief or enact a tariff in place of the one that Congress tried to force upon the people, then we might as well withdraw the name of a free government and a free people, for we are not, if the press gives us a true report of the actions of Congress.

It is time for some one to step in and call a halt on such a farce. I blame the masses for some of the burdens that have been placed upon the country, for if they would lay aside their old-fogy ideas and cut out the old partyism policy, and look into the history of men that we are to send to build up the dam for our use, then we would begin to have some of the freedom that is due us. It seems to me that Congress has a grudge against our southland, where the greatest iron industries and cotton raisers of the world are located: a country that is doing all she can to help her people to live like free men. It seems that the makers of laws want to keep us tied down, and would rather see some of the older nations step in and take away the rights that are due us. It seems to me that the key to it all is to keep down labor and to get them on the plan of slavery. I think that every voter of the country ought to send a letter to our President demanding just laws. They told us when they were out for the fat offices what they would do

for us—and how have they done it? Like the big boy did with the apple and his little brother. Their every action shows that it is a sell-out scheme. The members from each state are willing to enact any kind of tariff for the other states if they can get something in the bill that will help their own interests in some way. While I do not want to take up any question that is forbidden in the pages of this Journal I do want to express my candid views on this crime of a free nation to its people. These law-makers do not want an income tax that may reach them, but they want to place the expense of common living higher so that the common people, the laborers, will have to bear the heavy load, and to place them in a condition where there is no chance for an increase of their wages to offset the increase in their expenses. If we were to ask them to draft a bill to pension old men, how they would howl about the expense of the government, and yet they have spent enough in this farce to pay a good sum to every old man or cripple for the next ten years to come.

M. H. FLESHMAN.

### Salt Lake City, Utah.

Long before this is read the Thirty-second Grand Division will be history, their work will have been done, and every conductor who cares to will know the result. This is April 30, and the writer has made arrangements to meet several of the delegates who are coming this way en route to Boston. We desire to bid them God speed and hope that their actions will speak louder than words. The delegate from Division 395 will be a very busy man. He will have many errands to run—that is, of course, if he does all that he has been requested to do—and will, we know, make an effort, and that will be a great deal of consolation to his constituents.

I notice by our last time-card that the L. A. to O. R. C., Sego Lily Division 150, has a correspondent to the Journal, but after looking closely through the columns of the Journal I have failed so far to find anything from the pen of the lady who has been elected to that office. The members of Division 395 are very sorry that they are being deprived of so many nice articles about the Ladies Auxiliary that the lady might write. They will, however, I understand, entertain the brothers at a banquet about the time the delegates return from the convention, so if that is the case we will get the report from the delegates and have the banquet at the same time.

Business is still good on the San Pedro, R. G. W. and O. S. L. A good many train loads of fruit from California are now passing through this way en route east. Most of the roads have been hiring

extra brakemen for the rush. A great many are inquiring about the Western Pacific. Through the kindness of the assistant correspondent on that line I am enabled to give the following information to the readers of the Journal:

Trains are now being operated on the line from Salt Lake to Elko, Nev., on the east end, a distance of 240 miles. The track is now laid about seventy miles west of Elko, and should be into Winnemucca by July 15. Track laying has also been in progress west from Winnemucca for the past six weeks, working two crews, and will put on more as soon as the progress of the work requires. Ninety per cent of the grade and forty per cent of the forty-three tunnels have been completed. Daily trains are being operated between Marysville and Berry Creek, Cal. From San Francisco the line has several extensions; a ferry connection with Oakland, three and one-half miles, then south and east twenty-nine miles to Nile, through the Nile canyon, crossing the Altamouht river, then north to Sacramento and Marysville, through the Feather River Valley to Orville—mounting a one per cent grade for 319 miles, crossing the Continental Divide at an elevation of 5,018 feet, at Beckwith Pass through a tunnel 6,006 feet, reaching the Humbolt river at Winnemucca, following same to Elko, then paralleling the Southern Pacific from there to Wells, Nev., leaving to the south through the Flower Pass tunnel, this being 5,658 feet, crossing the Nevada line at Windover, then across the great American desert on a tangent of forty-three miles, more than twenty of which are on material of salt and earth. Twelve miles of this is solid salt, from four to eight feet thick and ninety-eight per cent pure, and is so hard that it cannot be penetrated without the aid of a sharp pick. At times, when the wind is in the right direction, there will be from three to fifteen inches of water on the salt, and it remains from one hour to two or three days. Where it comes from and goes to, no one seems to know.

In order to lay track on the desert (except on the salt) plank was laid first and then ties on top of them, sometimes two and four being used, and in other places solid plank was used, size 2x12. Rubber boots were furnished by the company, and good wages paid the men to wear them.

The lack of fresh water for engines was another serious problem that was solved by bringing the water through a six-inch pipe line, eighteen miles, from a mountain stream 800 feet above. This water plant cost the company about \$200,000, including the ranch they had to buy to get the water. After leaving this water (which is fifty miles west of Salt Lake) there is no more water for more than 100 miles, where

water has to be hauled for engine and commercial use.

The track laying is being done by the Western Pacific Co. itself, the Hicks and Roberts machines being used. About one and one-half miles per day is being laid by each machine. The best day's work that has been done was 7,800 feet, with 108 men.

Several O. R. C. brothers have been put to work in the last month. Our trainmaster, who has had a life-long experience as brakeman and conductor, will hire none other than experienced men if he can get them. Am glad to say that all the O. R. C. men that are working here are sober, industrious men. No others need apply. There are fourteen crews working out of Salt Lake, with twenty-eight O. R. C. brothers among them, twenty-one of which belong to Division 395. The others will belong as soon as we can get them transferred. "TRAPPED."

### Pittsburg, Pa.

Having completed a quarter of a century of its existence on April 13, 1909, R. B. Hawkins Division 114 fittingly celebrated the occasion by holding a banquet at the Seventh Avenue hotel. The twenty-fifth anniversary of the organizing of this Division will long be remembered, and if I mistake not, will mark the beginning of a new epoch in its existence. While all present enjoyed to the limit the splendid menu furnished by this old-time famous hostelry, and the courteous attention and service of the popular host, the cream of the feast was the well put remarks of the various speakers. Though no set program had been arranged for speech-making, our committee depending mainly on our invited guests to speak extemporaneously on subjects of their own choosing, nothing could have been more to the point, as well as entertaining, than the remarks of the various speakers.

Socrates taught men to reason out results from known facts; Plato taught men to live a pure life by disciplining the mind; both aimed to make man better and happier. Christ commanded man to love his neighbor as himself, all of which has helped to blaze the pathway of civilization and lift man higher. But, while political conditions and social aspirations differ only in degree, twentieth century economic conditions were unthought of in the time of Socrates and Plato, and the admonition of the Nazarine alone stands out pre-eminent in the application of these ancient teachings to present-day conditions. We need just such practical thinkers as we had the pleasure of hearing at this time. The common-sense talks of the various speakers, so far as they related to capital and labor and man's responsibility to man, were in-

deed refreshing after the surfeit of rot we have been forced to endure for some time about the capitalistic class, proletariats, slaves of capital, etc.

Brother C. M. Zeth, who had been chosen toastmaster, after some well chosen introductory remarks that bristled with plenty of good common sense, not forgetting to point out to our members and invited guests the splendid ethical position the Order holds today after years of persistent struggling shaped by cool, decisive deliberation (which is one of the characteristics of the successful conductor) and the great improvement brought about in pay and working conditions, introduced Brother Alex Connor as chairman of the committee of arrangements, who delivered the address of welcome. Brother Connor is not only one of the charter members whose strenuous work twenty-five years ago helped to make the organizing of Division 114 a success, but he has the happy distinction of being its first chief conductor and is as proud of his past chief conductor decorations, which the Division presented him with, as we are of Brother Connor.

Unfortunately, we were disappointed in some of our happiest anticipations at the last minute, owing to unavoidable business pressure keeping away some of our invited guests. Regrets were read from Mr. W. W. Aterbury, fifth vice-president P. R. R., Mr. Heyward Myers, general manager P. R. R., Mr. S. C. Long, general superintendent western division P. R. R., Mr. G. L. Peck, general manager Pennsylvania Lines west, Mr. P. A. Bonebrake, superintendent Pittsburg division, P. C. C. & St. L., Mr. O. G. Mitchell, superintendent Mon. division P. R. R., Mr. T. B. Hamilton, superintendent C. & P., and Brother E. E. Clark, of the Inter-State Commerce Commission; and regrets with congratulations from Brother G. H. Smith, general chairman P. R. R. System. Brother A. B. Garretson, President of the Order, was then introduced, and delivered one of the most interesting talks it has been the Division's good fortune to listen to for a long time. I regret that I did not have a good stenographer at hand to take down the entire address, as it would have made interesting reading for every member of the Order. The closest attention was given to his remarks, and in that splendid, forceful manner of his, after reviewing briefly the history of the Order and its work, pressed home with great force the truth that the Order is doing a grand work in its beneficial department, and is spending \$90,000 a year in caring for its old, broken-down members, independent of what local Divisions are doing to help along their own unfortunate members. Our only regret is that Brother Garretson could not remain with us till the conclusion of the

feast. Following Brother Garretson, informal responses, interspersed with humorous sketches that called forth frequent laughter, were made by Mr. R. L. O'Donnell, general superintendent B. A. V., Mr. James Buckalew, superintendent B. A. V. division, Mr. D. E. Stewart, assistant superintendent Pittsburg division P. R. R., Mr. E. Pitcairn, general trainmaster Pittsburg division P. R. R., Mr. John Keyser, passenger trainmaster Pittsburg division P. R. R., Mr. J. L. Tucker, trainmaster Mon. division, Mr. F. L. Lysle, trainmaster P. C. C. & St. L., Brother J. E. Archer, grand trustee of the Order and member Inter-State Commerce Commission, Brothers J. H. Mooney, R. J. Roulon, C. H. Sloan, H. J. Heinze, and W. J. Lawrence.

While all the stories told, especially those of the old-timers, were no doubt gospel truth, Brother Archer, whose special duty with the Inter-State Commerce Commission is to look after the book of fate and tabulate the excuses for violating the sixteen hour law, evidently did not believe Brother (Squire) Smith when he related that he had worked six days and six nights without rest—at least he said he was born in Missouri.

One of the pleasing features of the occasion was the presence of such a goodly number of the charter members of the Division. Among them, Brother R. B. Hawkins, who was running a train on the P. R. R. when they had to fill the boiler with water through the smoke stack—all old conductors will remember the funnel stack—and rob the farmers' wood sheds for fuel to boil it, and help out on the heavy grades by hitching a yoke of oxen on ahead of the "engine." If any one doubts this I will refer them to Mr. Ed. Pitcairn, the veteran trainmaster of the Pittsburg division P. R. R., who was a conductor himself at that time, and whom every old-time trainman of the Pittsburg division P. R. R. will proudly take his hat off to today.

The golden anniversary of the Division will be a long time coming around, and as interest in the good of the Order must be kept up, Division 114, represented by Brother John Dinges on the general committee of twenty-four, is making preparation to do its part in making a success of the annual union outing of the twenty-four Divisions in and about Pittsburg. Each year finds the general committee better equipped to make a success of the outing because of its added experience, and Brother Dinges assures me that this year's picnic will eclipse all former ones. I expect to get a more complete program, together with some other interesting information, from Brother Dinges in time for the July CONDUCTOR. JAS. B. GAUSS.

### Denver, Colo.

It has been some time since I troubled you with any fulmination, for various reasons. First, I have been busy; next, there was little of interest to write about; and last, there has been at least the normal amount of criticisms, suggestions, plans, and proposals to amend that usually appear prior to a Grand Division, so that the allotted space has been full to overflowing without my addition. Just now, however, this one month may (?) have some little room, which the next one will not have, as there will be Grand Division reports and comments on them galore, and some of our members who *do* read the CONDUCTOR are remarking that the Reverend Klondike and myself seem to be suffering from the same disease that got hold of our predecessor, good old Hot Tamales—i. e., spring fever. We are not. So here goes. Denver Division 44, without at all attempting to follow the lead of Division 1, or others, but at the suggestion of our hustling chief conductor, Brother W. S. Ammon, also with the aid of its helpmate sister, Ladies Auxiliary 23, took (for us) a new departure recently, and it is the hope of all concerned that "annual banquets" may be a feature and a fixed one in the future. The banquet at the Albany hotel on April 29 was a success, and though only a little over a hundred attended, they are unanimous in saying that not only were we well served, and the hotel's part done in an eminently satisfactory manner (which is the rule with them), but we were amusingly and instructively entertained by the speakers. Those that were so fortunate as to be present will all root and boost for a similar yearly occasion, while those that the natural conditions of our calling kept away, bewail their hard luck and loss of a pleasant evening, and in the future will make every possible effort to attend, some even going to the point of saying that they will lay off to do so. Of course, being something of an experiment, it can be improved upon, but it goes without saying that these family functions will materially assist in and tend toward what seems to be one of the prevailing ideas of the present time, viz., more mutuality of interest and better acquaintance and understanding of each other, and each other's needs. Like companies and corporations, we see and feel the need of consolidation and trust, and some forms of *trust* are not so bad, either. Let us trust one another. Come again, brothers and sisters, and families. The committee in charge, and the hotel company, received and appreciated your thanks, and in turn heartily thank all those who assisted in the success of the event, either by entertaining or by attendance. Next time it will be a larger and better success.

Another thing, and apropos of nothing, except the reading of our Fraternal columns, I want to call attention to what strikes me as being one of, if not the best, noticed on the subject—the letter of Brother H. G. Ekard, of El Paso, Texas, in the May CONDUCTOR on "Old Timer Insurance," or the paying of it to these good brothers now. Brothers, it can not be done—at least not on a business basis, and that is how it must be handled, for while sympathy is good, and sometimes (?) appreciated, *it will not pay out*. Read up on the subject, figure it out, and you will see that this "Good Fellow" talk is well enough in sentiment, no doubt, but it takes the "hard cash" to pay claims with, and today the amount paid into our insurance department is not enough, and considering the rating, is the cheapest you can get anywhere and have it reliable.

I ask your particular attention to the brother's letter, and while you are about it, think seriously on what Brother Joyce, of Colorado, says, too. He only "starts the ball," however, but it is a good starter. And not to be partial, read "Cactus Bill," Brothers Scates, Callahan and others. They are all good, and if, like most of us, you do not agree, think it out and say why.

Well, this could be made a serial, but I will not do it. As Klondike says when he visits me, "tell me to come again."

F. D. ELLIOTT.

### Tucumcari, N. M.

I have all of the numbers of the Journal for the past year before me, and I fail to see anything from Tucumcari Division 537. I do not know whether we have a correspondent or not, as I have just been transferred here from El Paso Division 69, and have been able to attend only one meeting.

I enjoy reading the Journal and think if every conductor would read it more he would be a wiser and a better conductor. I haven't the least idea as to what kind of a correspondent I will make, as this is my first trial, and my education was sadly neglected in my youth.

Tucumcari is a new division point and has a population of 5,000. It is the eastern terminal of the El Paso & Southwestern, and is also a terminal of the Rock Island. We have a branch on the E. P. & S. W. running from here to Dawson, a distance of 132 miles. This branch usually requires nine crews. Our next division point is Duran, a distance of 117 miles, and it usually requires eleven crews to handle the business. Our business for the year has been good. We are at present having a rush of stock and when that is over we will have the cantaloupe rush. We have a steady coal and coke business the year round. We have the best of rolling stock

and a splendid road bed, and we get over the division in five hours with stock or fruit. We have a new trainmaster, Mr. C. D. Beath, who has issued bulletin orders for the brakemen to be on the hurricane deck at all stations and for the captain to be on the look-out, also bulletins for crews not to eat on stock or fruit trains. But who would want to eat on a five hour schedule, except a boomer on his first trip, and who would care to be in the caboose passing these large and beautiful New Mexico towns? Two of our brothers have been taken out of service for carrying railroad men, but we hope the superintendent will see fit to reinstate them in the near future.

Nearly all of our regular conductors are married and have homes in Tucumcari; only a few of us extra men are left single. I wish some of the worthy sisters would correspond with us, as we are badly in need of homes.

J. D. McMURTRIE.

### Crane, Mo.

Saturday night, May 1, Division 475, O. R. C., gave their first annual ball and banquet in the Moore halls at Crane, Mo. About two hundred people were present, including those from Springfield, Carthage, Aurora and Cotter. The halls were beautifully decorated with red, white and green bunting, ribbon and lanterns. The Gould orchestra from Carthage furnished excellent music for the merry dancing which was indulged in by a large number, who tripped the light fantastic with evident enjoyment throughout the evening.

The Osborn Catering Company, of Carthage, furnished the banquet, consisting of sandwiches, pickles and punch, and ice cream and cake in the colors of the Order, which was served in a manner to please the most fastidious. Everything passed off in a very pleasant and satisfactory manner, much to the gratification of the committee in charge.

Several of the railroad officials were present and expressed their appreciation of the manner in which everything was conducted. The brilliantly lighted halls, the beautiful costumes worn by the ladies, and the music, made a pleasing picture that will long be in the memory of those who were in attendance.

Neither time nor money were spared to make this affair a success, and it was successful beyond measure, both socially and financially.

E. H. HOGUE.

### Three Forks, Mont.

Inconveniences too numerous to mention have kept me silent since the organization of Three Forks Division 529. The organization of Division 529 was perfected March 21, 1909, under the direction of Brother J.

T. Hughes, general chairman of the Northern Pacific, who was assisted by Brother E. E. Moyes, chief conductor of Division 371, Livingston, Mont. Too much praise cannot be given Brother J. T. Hughes, who so ably conducted the ceremony. His every act and word proved him a veteran. Speeches by Brothers Hughes and Moyes were full of encouragement and left much warmth for them in the hearts of their hearers.

You will hear from me regularly in the future.

J. F. O'HANLON.

We take pleasure in presenting to our readers an excellent portrait of Brother George H. Steele, chairman of the Chicago & Northwestern general committee of adjustment. Brother Steele entered the service of the Chicago & Northwestern as freight brakeman June 30, 1881, was pro-



GEORGE H. STEELE.

moted to the position of freight conductor October 30, 1886, and to that of passenger conductor January 1, 1903. He became a member of the Order in 1887, has had wide experience in local committee work, and assumed the duties of chairman of the Northwestern general committee, a position he is filling with credit to himself and honor to the membership he represents.

### Rochester, N. Y.

Will you kindly publish in the next CONDUCTOR the fact that I received \$500 in payment of my claim against the Railway Conductors' Protective Association. The money was paid in six days after the policy was sent in. My Division number is Frontier City Division 167, Oswego, N. Y.

F. G. JEROME.

# Legal

## Legal Decisions of Interest to Railroad Men.

Prepared for THE RAILWAY CONDUCTOR by COLIN P. CAMPBELL, Grand Rapids, Mich.

### *Effect of Federal Employers' Liability Act On State Statutes.*

Judge Rogers, sitting in the Circuit Court for the Western District of Arkansas, has recently handed down a very interesting opinion discussing the effect of the Federal Employers' Liability Act. The opinion is, in part, as follows:

"On April 22, 1908, Congress passed what is known as the 'Railroad Company Employers' Liability Act,' the first section of which is as follows:

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that every common carrier by railroad while engaging in commerce between any of the several states or territories, or between any of the states and territories, or between the District of Columbia or any of the states or territories and any foreign nation or nations, shall be liable in damages to any person suffering injury while he is employed by such carrier in such commerce, or, in case of the death of such employe, to his or her personal representative, for the benefit of the surviving widow or husband and children of such employe; and, if none, then of such employe's parents; and if none, then of the next of kin dependent upon such employe, for such injury or death resulting in whole or in part from the negligence of any of the officers, agents or employes of such carrier, or by reason of any defect or insufficiency, due to its negligence, in its cars, engines, appliances, machinery, track, road-bed, works, boats, wharves, or other equipment.' Act April 22, 1908, c. 149, 35 Stat. 65."

In this case it appears that the action was founded upon the Arkansas Statute and was an action for injuries causing the death of one who had been in the employ of the defendant railway company. Continuing, the court said:

"What of the Federal statute quoted above? First, can plaintiff avail himself of

the Arkansas statutes in this character of case for any purpose? It is admitted the suit was brought under the Federal statute quoted. It could not have been brought in this court had it not been, for the citizenship of the parties is the same. The authority for enacting the statute must be found in the interstate commerce clause of the Federal Constitution (Const. art. 1, para. 8, cl. 3). The very terms of the act are conclusive of that, and it is not controverted. A reference to the whole act clearly shows Congress undertook to regulate the relations of employers and employes engaged in interstate commerce by railroad. This act is intentionally limited to interstate commerce. Another act on the same subject had been declared unconstitutional because it covered the regulation of intrastate commerce. The Employers' Liability Cases, 207 U. S. 463, 28 Sup. Ct. 141, 52 L. Ed. 297. This court held in *Smeltzer v. St. Louis & San Francisco Railroad Company* (C. C.) 158 Fed. 649-651, upon authorities there cited that:

"The power of Congress under the interstate commerce clause of the Constitution is plenary, and without limitation other than those prescribed in the Constitution itself."

"It is clear that the act of April 22, 1908, supra, superseded and took the place of all state statutes regulating relations of employers and employes engaged in interstate commerce by railroads. It covered not only injuries sustained by employes engaged in that commerce resulting from the negligence of the master and his servants, and from defects in the designated instrumentalities in use in that commerce, but also dealt with contributory and comparative negligence and assumed risk, making in certain cases, at least, the master an insurer of the safety of the servant while in his employment in that commerce. It covers and overlaps the whole state legislation, and is therefore exclusive. All state legislation

on that subject must give way before that act. *Miss. Railroad Commission v. Ills. Cent. R. R. Company*, 203 U. S. 335, 27 Sup. Ct. 90, 51 L. Ed. 209; *Sherlock, et al v. Alling, Administrator*, 93 U. S. 104, 23 L. Ed. 819. These last cases serve to show that, until Congress has acted with reference to the regulation of interstate commerce, state statutes regulating the relations of master and servant and incidentally affecting interstate commerce, but not regulating or obstructing it, may be given effect; but when Congress has acted upon a given subject, state legislation must yield. In *Gulf Colorado etc. Railroad Co. v. Hefley*, 158 U. S. 99, 15 Sup. Ct. 804, 39 L. Ed. 910, the court said:

"When a state statute and a Federal statute operate upon the same subject matter, and prescribe different rules concerning it, the state statute must give way."

"I come now to examine the act under consideration. It is in derogation of the common law, and must be strictly construed, but not so strictly as 'to defeat the obvious intention of Congress as found in the language actually used according to its true and obvious meaning.' *Johnson v. Southern Pacific Railroad Company*, 196 U. S. 1, 25 Sup. Ct. 158, 49 L. Ed. 363. I think this act is in harmony with the purposes and recommendations of the president in at least two messages, and also in harmony with what it is claimed is the strong trend of the public mind in nearly all civilized countries at this time. It proceeds on the theory that the railroad corporations are quasi public corporations, and that the railroad company in the first place, and the public in its final analysis, should be insurers of the lives and persons of its employees while engaged in interstate commerce, for if the railroad companies are to be the insurers of their employees they must in the end be reimbursed also by their customers for whom they do the carrying business, and in its last analysis their customers are simply the public. The theory of this legislation is that the public should share the misfortunes of the families of those who are injured or killed in the quasi public business in which railroads are engaged. So it is provided, in substance, where the employee is injured in the service of a railroad

while engaging in interstate commerce, he shall have a cause of action for that injury, and this action he can maintain in his own name, although he may have by his own negligence contributed to the injury; but the damages in such case shall be diminished by the jury in proportion to the amount of negligence attributable to such employee. Here the common law doctrine of contributory negligence is abrogated in the interest of the employee and the doctrine of comparative negligence substituted, which, pro tanto, encourages care and diligence upon the part of the employee. The act further provides that the servant's contributory negligence shall not deprive him of his compensatory damages to any extent, if the master's failure to observe any statute enacted for the protection of the employee has contributed to the servant's injury; nor shall the servant be held to have assumed the risk under such condition; and no device, rule, regulation, or contract the master may make with his servant, or for his guidance, shall relieve him from any liability imposed by the act. These changes are all distinctive advantages to the employee, and all in derogation of the common law, and some of them far in advance of the statutes of this state in like cases. But it will be observed, on the other hand, that the act makes no provisions for the survival of that action, so given, for an injury sustained, in the event of the death of the injured employee. In *Ward v. Blackwood, Ad.*, 41 Ark. 298, 48 Am. Rep. 41, the court said:

"At common law no action for a tort survives the death either of him who inflicted or of him who received it.' 'No action,' said Lord Mansfield, 'where in form the declaration must be *quare vi et armis et contra pacem*, or where the plea must be that the testator was not guilty, could lie against the executor; upon the face of the record the cause of action arises *ex delicto*, and all private criminal injuries or wrongs, as well as all public crime, are buried with the offender.' Cowper, 375.

"So an action would not lie for the personal representative. Executors and administrators are the representatives of the temporal property—that is, the debts and goods—of the deceased, but not of their wrongs, except when those wrongs operate

to the temporal injury of their personal estate.' B. Chamberlain's Adm'r v. William-son, 2 Maule & S., per Lord Ellenborough.

"But our statute has changed the common law. Section 4760 of Gantt's Digest provides: 'For wrongs done to the person or property of another, an action may be maintained against the wrong-doers, and such action may be brought by the person injured, or, after his death, by his executor or administrator, in the same manner and with the like effect in all respects as actions founded on contracts.'

"But it will be seen that the statute of Arkansas did precisely what the statute under consideration did not do—it provided expressly for the survival of the action, and vested the right of action in the personal representative in the event the injured person died. It cannot be that legislation so much discussed in and out of Congress, and which had to be so carefully matured and drawn in order to meet the views of the court legislation, too, which inherently shows the skill of the lawyer evidently familiar with the settled principles of the common law which it modifies in the interest of justice and humanity, is not expressive of the will of Congress, or omits anything which Congress intended to do by it. It would have been so easy for Congress to have said, as the legislation of so many states had previously provided, that in the event the employee injured should die from the injury, his cause of action should survive to

his personal representative, that it can scarcely be conceived that the provision would have been omitted had Congress so intended. But whatever Congress may have intended, it has not done so, and the courts must confine themselves to the administration of the law, and neither add nor take from a statute where its language is clear and unambiguous. In the opinion of the court the right of action given to the injured employe by the act of April 22, 1908, does not survive to his personal representative in the event of his death, but, as at common law, perishes with the injured person. I might add that this conclusion is in harmony with the known purposes of the act, which was intended to make some provision for the unfortunate family of the deceased employe, and not to make provision for the creditors of his estate. Can it be supposed that Congress would make a railroad company the insurer of an employe, killed in its service, for the purpose of paying the debts the employe had incurred in his lifetime? And yet that would be the inevitable result if the contention of plaintiff's counsel is sound, for whatever is recovered on account of injuries sustained and for which the injured employe had a cause of action in his lifetime must go to his estate. Indeed, such is the prayer of the complaint in this very case. *Fulgham v. Midland Valley R. Co.*, 167 Fed. Rep. 660."



# Forum of Train Rules

Edited by Geo. E. Collingwood.

Differences of opinion as to wording and meaning of train rules and orders have always existed. This Department is edited by a practical train dispatcher of wide experience, and a student of the subject. No member should, however, permit any opinion expressed in these columns to influence him to depart from the rules or established customs of the road on which he is employed.

## Notice.

In submitting questions to this department the editor requests that whenever possible the letters of the alphabet be used in their regular order to designate stations as they follow in sequence, as the situation is much more easily understood by our readers than when station names are used.

## Houston, Texas.

The following for your consideration: No. 304, a regular first-class passenger train, running on time from A to C. Passenger extra 238 was standing on siding at B, having made there against the schedule time of No. 304, but failed to display any markers on rear car, denoting rear end of train. No. 304 had no orders of any character about passenger extra 238 and passed by them without noting the absence of markers on passenger extra 238.

It is claimed that the crew on No. 304 violated the rules by not stopping and ascertaining if all of passenger extra 238 had arrived at B. We are working under the standard rules. Did the crew on No. 304 violate same? In other words, do the standard rules require the crew on a superior class train to know that the markers are properly displayed on all inferior class trains they meet or pass, about which they have no orders? Please give your decision in the next issue.

J. W. FORGASON.

ANSWER—If extra 238 has no orders against No. 304, the standard code does not require that No. 304 stop when they pass extra 238 without markers. It is the duty of inferior trains to keep clear of superior trains. This means that they must keep the rear end clear, as well as the head end, or in other words it is the duty of the crew on extra 238 to know that their entire train is clear of the main track for No. 304. If the extra had broken in two it was their duty to flag No. 304, and it should be understood that the protection of the rear end of a parted train must never depend upon the chance discovery of the absence of markers by another train which is not concerned. It is the duty of the crew on extra 238 to know whether they are clear of the main track or not, and it is decidedly not the duty of No. 304's crew to flag against or supervise the signals of extra 238 on which they hold no orders.

Rule 27 reads, "at a place" and is intended to cover the use of fixed signals. To make this rule apply to train signals would complicate matters to such an extent that it would be impossible for important trains to keep on their schedules and at the same time would add nothing to safety. To illustrate, to apply rule 27 to markers would also make it apply to classification signals and to do this would make it necessary for superior trains to know whenever they passed an engine or a train or anything that looked like a train to know for sure whether it was an extra or a regular train, so that they might determine whether or not they had the proper signals displayed, and mind you, this thinking would have to be done pretty quickly. In case of work trains and locals with trains split up working on different tracks, disabled engines standing on a siding without markers, also when passenger equipment is set out at a station by a through train and a light engine has arrived to run the train, but the train crew has not arrived with markers, and in numerous other cases superior trains would be stopped where no necessity existed for their stopping.

The standard code does not require inferior trains to be intact when passed by a superior train, but it does require inferior trains to clear the time of superior trains or protect themselves. No. 304 did not violate any rule.

## Milwaukee, Wis.

Referring to your answer to C. S. Steger's question regarding rule 94 tying up first and second 101 at D, in the April CONDUCTOR, could not second 101 switch out disabled engine of first 101 and proceed to E with the engine ahead, displaying markers and signals, and we would have nothing tied up but the cars at D, or if they could shove the cars we wouldn't have them tied up?

M. J. S.

ANSWER—In our answer to C. S. Steger in the April issue we have discussed a question of right under the rules and not what a train crew might decide to do, and on that score we have nothing more to add. The second section might switch out the disabled engine as suggested and shove them to E, ahead of them, but as first section has no right to the track it would add nothing to the safety of second section, and

besides, would not be in accordance with the rule in regard to disabled trains.

The trouble in this case is that rule 94, with respect to one train overtaking another train unable to proceed against the right or schedule of an opposing train, is a blunder, and no amount of explanation will relieve it of its dangerous instructions. The operation of this rule is based purely upon chance and for this reason opposing trains can never tell when the thing is "loaded."

### **Boston, Mass.**

In your next issue please give your opinion on the following:

No. 4, first-class, No. 16 second-class, receive the following order: "No. 16 will run ahead of No. 4 until overtaken." No. 4 overtakes No. 16 at B. No. 4 is displaying signals. When can No. 16 leave B?

C. H.

ANSWER—No. 16 may leave B as soon as first No. 4 passes them. Rule 218 provides that when a train is named in a train order by its schedule number alone, that all sections are included and that all sections must have copies of the order. Applying this to the case under consideration we find that the original order virtually read, "No. 16 will run ahead of first and second No. 4 until overtaken." That is, the order to run ahead of No. 4 until overtaken applies to each section which is running on schedule No. 4 and each section gets a copy of the order and must expect that No. 16 is running ahead of them until overtaken by each individual section.

### **Corozal, Canal Zone, Panama.**

I was asked the following question by a brother conductor, and would like to have your opinion of it: Pedro Miguel and Culebra are respectively north and south end of one piece of our single track, (Panama railroad). He wanted to know, if I came to Pedro Miguel, going north on an extra, and got an order that read, extra 10, north, would meet No. 4 at Culebra, what I would do when I got to Culebra. No. 4 is a first-class train. He claimed that No. 4 could be run to Culebra over north-bound track against current of traffic, without notifying extra 10. On their arrival at Culebra, I would have to meet No. 4 at Culebra—could not pass on double track till No. 4 arrived. Of course, a right of track order would change this, but I want your answer on the meet. I have one of your books, "Questions and Answers," but cannot find anything to cover this.

Div. 442.

ANSWER—The note under the Form A order, which is the order used in this case, explains that the trains will run with respect

to each other to the designated meeting point and there meet in the manner provided by the rules. When a meet order is used it must be governed by this explanation unless the railroad company where it is used issues a bulletin or other instructions modifying it. In other words, if extra 10 goes north of Culebra before No. 4 arrives there, they are violating the rules and the order. It is admitted that they might go north of Culebra without danger, for No. 4 could not be run on the track which the extra will use north of Culebra without giving the extra a copy of the order stating the fact, but this is not sufficient to permit the extra to violate the rules.

Reference is made to a similar case on page 114 of "Questions and Answers."

The fact of the matter is that the order quoted is the wrong kind of an order to use in such cases, but the fact that a wrong form of order has been used will not excuse the trainmen from obeying the rules governing the use of such order. The extra should have been given a right of track order if it was desired to have them go north of Culebra for No. 4. It is not good policy for anyone interested in train movement to disregard the rules for in time it will lead to trouble. When you arrive at Culebra on extra 10 ask the despatcher to annul the order in case No. 4 is not there.

### **Boston, Mass.**

In your next issue please give your opinion on the following:

No. 2 and No. 1 receive this order. (No. 2 ruling train): "No. 2 will run 30 minutes late from B to H." What can No. 1 use to H, and what time can No. 2 leave H?

C. H.

ANSWER—On an order that No. 2 will run 30 minutes late from B to H, No. 1 cannot use any of this time to make H from I, as a run late order only governs the movement of the train named between the points mentioned.

No. 2 must leave G thirty minutes late, but if only one time is shown at H (the leaving time), they can arrive at H as soon as they can make H, and leave there any time after they are due to leave H, as the run late order does not govern the departure of No. 2 at H. If an arriving and departing time is shown at H, No. 2 must arrive at H 30 minutes late, but can leave there as soon as they are ready, as the order would expire on arrival at H.

### **South Bend, Ind.**

There has been a misunderstanding between crews here in regard to an order which was issued the other day and I would like your opinion through the CONDUCTOR. The order used reads, "No. 78

will meet No. 57 at G and No. 21 at B, No. 78 hold main track."

Is this a proper form of order to use in such cases, or should a right of track order have been used? The crew of No. 57 held the main track on this order. What is wrong?  
H. W. FOREST.

ANSWER—There is nothing wrong with the order and the form is permissible, and under the order Nos. 21 and 57 should have both taken siding.

A form C order might have been used to side-track Nos. 21 and 57 with, but it is not intended for that purpose. A Form C order should only be used to reverse the rights of trains.

In connection with this case I wish to call attention to the fact that the standard code should provide a form for directing a train to take siding at the meeting point with another train so that a uniform wording and understanding could be reached upon this important point.

Please give your opinion on the following orders, rule 220 in effect. Order No. 1, at A to C and E No. 12: "No. 12 has right

over No. 5 A to D." Order No. 2, at B to C and E, No. 12: "No. 12 and No. 5 will meet at C." Order No. 3, at C to C and E, No. 12: "Order No. 2 is annulled."

No. 5 is superior by direction. Has No. 12 a right to proceed to D on order No. 1? If so, has not order No. 2 superseded order No. 1 according to rule 220? R: L. W.

ANSWER—Order No. 1 makes No. 12 superior to No. 5 from A to D. Order No. 2 fixes a meeting point for No. 5 and No. 12 at C, and under these two orders the trains must meet at C, and No. 5 must take siding, as No. 12 is superior by right. Order No. 2 does not supersede or annul order No. 1, and as a result order No. 1 remains in effect. When order No. 3 is issued it annuls the meeting point at C but does not in any way affect order No. 1, which still remains in effect and can be used by No. 12.

An order is never superseded unless the words, "instead of——" are used. Rule 220 simply states the fact that orders once in effect remain so until fulfilled, superseded or annulled; by turning to Forms L, M, and P you will find how an order or part of an order is annulled or superseded.




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The Fourth Edition of "Questions and Answers" by G. E. Collingwood, is the best publication on the subject in existence. It has been enlarged and greatly improved. Contains all *American Railway Association Rulings, Standard Code of Train Rules for Single and Double Track, Diagrams of Hand and Train Signals*, and all *Questions used in Examinations with their Correct Answers*. Makes Examinations easy. *Order Today.*

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TRAIN DISPATCHERS' BULLETIN, - - Toledo, Ohio.

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# Official Changes

J. B. Stewart has been appointed special assistant to the general manager of the Erie, with office at New York.

M. A. Murphy, general manager of the Duluth, Rainy Lake & Winnipeg, has been appointed superintendent.

R. S. Bodman has been appointed trainmaster of the Mexico division of the National of Mexico, with headquarters at Puebla, Mex.

E. D. Woodcock has been appointed trainmaster of the Willmar division of the Great Northern, succeeding J. A. Laird, assigned to other duties.

F. H. Thomas, superintendent of the Bellefonte Central, has been elected the vice-president and general manager, and his former office has been abolished.

T. C. Worthington has been appointed assistant superintendent of the Houston division of the Galveston, Harrisburg & San Antonio, succeeding J. D. Brennan, resigned.

T. M. Flynn has been appointed trainmaster of the Third and Fourth districts of the Northern Pacific, with office at Forsythe, Mont., succeeding G. T. Ross, promoted.

W. B. Cronk, superintendent of the Smiths Falls section of District No. 2 of the Canadian Pacific, has been elected also the superintendent of District No. 1, with office at Farnham, Que., succeeding T. Williams, assigned to other duties.

W. E. Moore has been appointed general manager and J. L. Soule has been appointed superintendent, both with office at Rapid City, S. Dak., of the Rapid City, Black Hills & Western, which has acquired the property of the Missouri River & Northwestern.

E. C. Blanchard, superintendent of the Lake Superior division of the Northern Pacific, with office at Duluth, Minn., has been appointed the general superintendent of lines east of Mandan, N. Dak., with office at St. Paul, Minn., succeeding F. W. Gilbert, deceased. George T. Ross succeeds Mr. Blanchard.

W. B. Throop, general superintendent of the Iowa district of the Chicago, Burlington & Quincy, has been appointed general superintendent of the Nebraska district, with office at Lincoln, Neb., succeeding H. E. Byram, promoted. L. B. Allen, general superintendent of the Wyoming district, succeeds Mr. Throop, with office at Burlington, Iowa. E. P. Bracken, superintendent

of the Galesburg division, succeeds Mr. Allen, with office at Alliance, Neb. S. H. Shults, superintendent of the Brookfield division, succeeds Mr. Bracken, with office at Galesburg, Ill. W. C. Welch succeeds Mr. Shults, with office at Brookfield, Mo.

C. L. Harris has been appointed general superintendent of the St. Louis-Louisville lines of the Southern Railway.

O. Meadows has been appointed superintendent of the Ocean Shore Railway with headquarters at San Francisco, Cal.

T. J. Marks has been appointed assistant superintendent of the Maricopa & Phoenix and Phoenix & Eastern, with office at Phoenix, Ariz.

Geo. W. Turner has been appointed assistant superintendent of the Butte division of the Great Northern at Great Falls, Mont., succeeding C. F. Murphy, resigned.

D. T. Murphy, trainmaster of the Duluth, Rainy Lake & Winnipeg, has been appointed assistant superintendent, with office at Virginia, Minn., and his former office has been abolished.

Robert King has been appointed the superintendent of District No. 2 of the Atlantic division of the Canadian Pacific, succeeding D. W. Newcomb, assigned to other duties.

J. P. Rogers, superintendent of construction of the Hanford Irrigation & Power Company, has been appointed superintendent of the Spokane, Portland & Seattle at Vancouver, Wash.

J. R. Cameron, general superintendent of the Canadian Northern, has been appointed also general superintendent of the Duluth, Rainy Lake & Winnipeg, with office at Winnipeg, Man.

R. H. Ingram, general manager of the Cananea, Yaqui River & Pacific railroad company, announces the appointment of J. B. Sparks as superintendent of the line between Orendain and Tequila, with headquarters at Guadalajara, Mex.

The Minneapolis, St. Paul & Sault Ste. Marie, having leased the Wisconsin Central, will hereafter operate that road as a part of its system, to be known as the Chicago division. The following is a list of the operating officers: General superintendent, G. R. Huntington; general superintendent Chicago division, E. F. Potter, formerly general superintendent of the Wisconsin Central.

# Mentions

## The Grand Division

The following grand officers whose terms of office expire in July were re-elected:

A. B. Garretson, President.  
L. E. Sheppard, Senior Vice-President.  
W. J. Maxwell, Grand Secretary and Treasurer.

E. P. Curtis, Vice-President.  
W. M. Clark, Vice-President.  
S. N. Berry, Vice-President.  
J. E. Archer, Trustee.

W. J. Durbin, Member Insurance Committee.

C. E. Whitney, Member Insurance Committee.

F. J. Bradford of Division 413 was elected Grand Inside Sentinel and B. H. Harbin of Division 432 was elected Grand Outside Sentinel.

An additional vice-president has been provided for, effective July 1st, and Brother T. A. Gregg of Division 324 was elected to fill that office.

The next session of the Grand Division will be held in Jacksonville, Fla.

On account of the shortness of time between the adjournment of the Grand Division and the going to press with this issue, the balance of the Grand Division write-up will appear in the July number.

Brothers—When writing to the CONDUCTOR, or, in fact, to any department, be sure to give your DIVISION NUMBER and STATE. You have no idea what an amount of work it will save us, and it is such a little thing for you to do.—Ed.

Division 64, located at Erie, Pa., will suspend regular meetings during June, July and August.

The present whereabouts of W. J. Reed, last heard of in the employ of the Colorado & Southern in Colorado, is very much desired by his son, H. T. Reed, Galva, Ill.

J. F. Van Wey, whose address is Lock Box 268, Holly, Colo., is desirous of obtaining information as to the present location of J. R. Nichols, formerly in the employ of the Rock Island Railroad at Horton, Kan.

Glad to note the appointment of Brother E. C. Tilley to the position of superintendent of cafe car service on the Virginian Railway, with headquarters at Roanoke, Va. Brother Tilley was formerly a conductor out of Kansas City and is a member of Division 55.

Remittance slips bearing changes of address for the M. B. D. will not apply to address for THE RAILWAY CONDUCTOR unless so specified by letter accompanying. *Always give your Division Number* when writing to THE RAILWAY CONDUCTOR.

Lackawanna Division 12 has dispensed with the first meeting of each of the following months: June, July, August, September, and October.

425-EUREKA SPRINGS, Eureka Springs, Ark., 1st & 3d Sun., 1:30 p. m., Floyd Wadsworth hall.

N. J. Groves, 158 Spring St.....C  
W. N. Cobb, 184 Spring St.....S

Organized May 2, by third vice-president, Brother W. M. Clark.

541-STARVED ROCK, Ladd, Ill., 2d Mon., 7:30 p. m., 4th Sun., 2 p. m., I. O. O. F. hall.

H. Hill.....C  
F. C. Ziel.....S

Organized April 26, by deputy president, W. J. Durbin.

## The Railroad Employee

The nineteenth anniversary number of The Railroad Employee, published in Newark, N. J., came to us too late for mention in our May number. It has a very attractive dress and is brim full of attractive articles and news of interest to railway employees. Ben E. Chapin, its editor, is the right man in the right place, and his conduct of The Railroad Employee should have its influence in promoting good feeling between railway managements and their employees. Success to him and his publication.

## Poor Fence

Jacob DeCou, of Chanute, claim agent for the Santa Fe railroad on the Southern Kansas division, recently received a letter from a friend in New Mexico, who is the Santa Fe claim agent there. Inclosed was a copy of a complaint recently turned over to him. It follows:

"Dear Sir—Did your injineear tell you he has kiled too couse belongin' to me, he said he would tel you and the konduckter too thay kiled them tonite as they cam acros the road at my plais where I have got a crosin and when I put my crosin in you sed you was puttin' up a fense on eche side of the rode that wud keap criterez from gettin' kiled you put up a hel of a fense too cafs broak it to kindelin' wood a ouar after your fense gang went down the road

—you're injinear ott to be fired he knos there is a graid thare and he comes down thare 'hel bent every nite—the couse he kiled was yerelin heffers—brand bar J bar swallow fork on rite ear and left ear underhacked—I want the money for the couse my criturz is all I have on urth to live on and if your injinear can kil one every time he gets drunk all I say is this United States has gon to the devvil the couse will be 50 dolers hoping you are wel."—*Kansas City Journal*.

#### P. & R. Asks Employes' Advice

The men who can well give suggestions as to betterment of train service have at last been called upon. The man who pulls the big engine, with his watchful eye on the track ahead and the man who has under his care the passengers of a big train, have, in a way, been overlooked. The Philadelphia & Reading has appealed to this class of employes, in asking their opinions relative to certain topics in connection with operation of the road.

Letters are being sent, addressed personally, to each engineer and conductor, stating that the company is desirous of improving the service and would appreciate advice as to the best schedule of trains. The idea of the officers is to learn what their employes know of the advisability of making changes in the passenger schedules. The men to whom these letters are addressed are those well acquainted with the divisions over which they run, and are in a good position to know the wants of the public at the different points along the line. —*Railway Record*.

#### Common Sense Out of Doors

The first thing for you to do is to look upon the outdoors as a new country. The next thing is to step outside the house onto the porch. Another step takes you to the garden or to the walk. The latter leads perhaps to a city park, or to the river bank, to the beach, or to the mountain, or to the wooded fields. And only to go out on your porch or over into the woods and quietly rest, outdoors is in itself a real outing. It is the simplest form of outdoor living. Do that if you can do nothing more, and do it as regularly as possible. If you have a horse or an automobile or a boat your possibilities widen. Your inclination, controlled by common sense, will dictate to you what sports to take up. I strongly advocate the neighborhood club for outdoor life. A general club, not a tennis or a golf or a boat club. A club that can be the headquarters for all the outdoor doings of your crowd by land or water. You do not need to be chained to it, but you will find such a club of great help. For one thing, the club can obtain equipment suf-

ficient for all to use by turns at considerable saving of cost, though the wise man will provide himself with what outdoor appurtenances he can afford. It is money well invested. The club can arrange regattas and field days and various tournaments. It can arrange for camps, permanent summer camps where members go for their respective vacations, and in many ways be a factor not to be ignored.

They're a callin'—don't ye hear 'em?

They're a callin' loud an' clear;

They're a callin' low and softlike.

Still a callin'—can't ye hear?

An' they're sayin' in the swain'

Of the trees, "Oh, come out here

Where the sun is softly 'kissin'

Of the brook, an' nohow missin'

Daffodils and modest violets—

Oh, wop't you come an' look?"

—Do ye hear?

*Wm. B. Ashley in the May Circle Magazine.*

#### The Deadly Coal Mine

During 1907 there were 8,441 men killed or injured in the coal mines of the country, and during 1908 probably nearly as many, although the figures are not yet available, while the government investigations already made show that the number of these accidents caused directly or indirectly by mine explosions has been steadily increasing for years. They also indicate that this increase has been due in part to the lack of proper and enforceable mine regulations; in part to the lack of reliable information concerning the explosives used in mining, and the conditions under which they can be used safely in the presence of the gas and dust encountered in the mines; and in part to the fact that in the development of coal mining not only is the number of miners increasing, but many areas from which coal is being taken are either deeper or farther from the entrance, where good ventilation is more difficult and the dangerous accumulations of explosive gas more frequent.—*From "Overcoming Coal-Mine Disasters," by Guy Elliott Mitchell, in the American Review of Reviews for May.*

#### One Law for All

Is it easier to find the "one responsible man" in a labor union than in a corporation?

Is it easier to enjoin a labor leader from violating the Sherman law than to enjoin a Rockefeller, a Ryan, a Harriman or an Armour?

Is it easier to sentence a labor leader to jail for contempt of court than to sentence a trust magnate?

In the Gompers-Mitchell-Morrison case the defendants were charged specifically with "restraining trade among the several

states" and with "restraining commerce among the several states." Proceedings were not instituted against the American Federation of Labor, or against the Federation, but against Mr. Gompers, Mr. Mitchell and Mr. Morrison personally. When the court found evidence that the injunction had been violated, sentence was imposed upon the individuals, not upon the association or its magazine. In other words, the court went straight to the three responsible men.

Yet when Woodrow Wilson, Judge Parker, Mr. Bryan, the World, and others urged Mr. Roosevelt to use his power to punish the "one responsible man" for violations of the anti-trust law we were all denounced in a message to Congress as emissaries of the corporations. To quote Mr. Roosevelt's exact words in his special message of January 31, 1908:

"The attack is sometimes made openly against us for enforcing the law, and sometimes, with a certain cunning, for not trying to enforce it in some other way than that which experience shows to be practical. One of the favorite methods of the latter class of assailant is to attack the administration for not procuring the imprisonment instead of the fine of offenders under these anti-trust laws. The man making this assault is usually either a prominent lawyer or an editor who takes his policy from the financiers and his arguments from their attorneys."

The World believes in one law for Gompers and Rockefeller; in one law for Mitchell and Ryan; in one law for Morrison and Harriman; in one law for labor unions and Wall street. If it is "practical" to obtain writs of injunction restraining labor leaders from violating the Sherman law, it is equally "practical" to obtain writs of injunction forbidding trust managers from violating it. If it is "practical" to sentence labor leaders to jail for violating such court orders, it is equally "practical" to sentence trust managers to jail for violating them. It is no more difficult to find the "one responsible man" in one case than in the other.—*New York World*.

### Child Labor

With public sentiment so wrought up it is not likely that the state legislature can adjourn without bettering the child labor laws. One not conversant with conditions and circumstances would naturally wonder why it is so difficult to secure laws for the protection of the little men and women who are compelled to earn their living. But it takes little investigation to show that the opposition is based upon a single argument—the dollar. In the rush for the dollar it makes little difference to the greedy whether or not they trample over the bodies of boys and girls.

Friends of the children are hopeful of securing the enactment of a law much better than has ever been established in this state. When they prepared their bill they found that certain manufacturers, greedy to profit from the labor of children, wanted to make exceptions. Chief of these, it is rather humiliating to state, came from the glass manufacturers, who made the plea that owing to the necessity for the continuous operation of the plants, boys between the ages of fourteen and sixteen should be permitted to work at night. With such a strong protest as is raised against this provision, it is not likely that it, or any similar to it, will be made.

Arguments favoring the employment of children at night are not convincing to the unprejudiced. If there is work to be done there are plenty of men to do it. Just now, especially, men need the work.

It is an unfortunate condition which compels children to go to work in mills and factories instead of remaining in the schools and securing an education to help them through life. If it is necessary for them to earn a living, then the state should see that they are not abused. Long hours and night work are not conducive to good health, and authorities deny that employers derive any benefits through a few hours additional work they may get out of employes each week. The report of the United States Industrial Commission says: "A reduction in hours has never lessened the working people's ability to compete in the markets of the world. States with shorter work-days actually manufacture their products at a lower cost than states with longer work-days."

Whatever the cost in the measurement of the dollars and cents flowing into the pockets of a few manufacturers, boys and girls should be guarded from the grinding wheels of industry.—*Pittsburg Leader*.

### A New Trust

Judson C. Welliver, in McClure's for May, tells about a gigantic new trust that is being formed in the United States. He says that at the present rate of consumption the country's coal supply will not last more than one hundred and twenty-five years, and that a substitute must be found to produce the steam power used, and asks a question which he answers:

"Is there such a substitute? There is. It is found in the great water powers of the country. And these are today well on the way to control by a trust bigger than any that has ever been dreamed of; a trust that, if it shall be able to carry out the systematic plans now in hand, will be as wealthy as if it owned all the railroads of the nation, with Standard Oil and United States Steel on top, and then a few score

of the minor trusts tossed in for good measure!

"This is the Water Power Trust. Its existence was first suspected by government officials five years ago. Since then it has been gathering in the best power sites in every part of the country. It has subsidiaries that operate in Canada. It has grown to such proportions, and its purpose to monopolize the water power of a continent has become so plainly apparent, that President Roosevelt thus referred to it, not long ago, in his veto of the James River Dam bill:

"The people of the country are threatened by a monopoly far more powerful, because in far closer touch with their domestic and industrial life, than anything known to our experience. A single generation will see the exhaustion of our natural resources of oil and gas and such a rise in the price of coal as will make the prices of electricity transmitted water power a controlling factor in transportation, in manufacturing, and in household lighting and heating."

#### Little Things Destroy Confidence

Young people little realize what a great impression small things make upon those who are watching their careers, says Dr. Marden, writing in "Success Magazine."

A very successful business man became so prejudiced against a debtor who did not pay his note, or even speak to him about it, until several days after it was due, that he absolutely lost all confidence in the young man's business ability.

This young man thought that two or three days would not make much difference with a millionaire who knew he was honest, but it made all the difference between confidence and no confidence.

Many young men are very careless about their banking. They frequently overdraw their accounts, and are not prompt in paying or renewing their notes. They may be perfectly honest, but they are careless. They lack system, are unbusiness-like, and this destroys confidence.

Good business men are very prompt, and they have no patience with procrastinators. Promptness is a principle with these men, and a failure to meet an engagement, to pay a note promptly, a careless habit regarding business matters, destroys their confidence.

There is no one thing outside of honesty which will help a man's credit so much as the reputation of being prompt, punctual. Capital is very timid, and unreliability, the lack of promptness, slovenly methods, will quickly ruin a man's credit.

Business men do not like to deal with people they have to watch all the time. They like to feel a sense of certainty and of security in their dealings with a man.

It does not take long to ruin one's credit or reputation. No matter how careful or honest he may have been for years, he can undo it all in a very short time by carelessness, forgetfulness, slipshod methods.

#### Study Mysteries of the Air

Man has been born of woman for centuries upon centuries, yet he is as little wise to the control of weather conditions as he is to the truth of what comes after death. Must it be ever so? Is prophecy, even as it may some time be perfected, to remain the ineffective substitute for the power to regulate?

The air throbs with wonders. It affords the medium of wireless telegraphy, perhaps of telepathy. The mystery of how it absorbs and restrains or lets loose the elements that make for storm or sunshine is infinitely better worth attention than are the shortcomings of a forecaster. Let some earnest seeker find a key to this riddle and see how the farmers and sailors and baseball players and Easter belles and all the sons and daughters of time sit up and take notice.—*From the New York World.*

#### The Iffland Ring

The members of the theatrical world in Europe are asking, "Who will win the Iffland ring?" This queer piece of jeweler's art, made of iron and set in with diamonds, belonged to August Wilhelm Iffland, who bequeathed it to "the most worthy of Germany's great actors." It came to Ludwig Devrient, who willed it in turn to Emil Devrient. In 1872 it became the property of Theodor Doring, who in his last will and testament designated Friedrich Haase as his successor in its possession. Several years ago Haase named Adalbert Matkowski as the heir to the Iffland ring, thinking that the younger actor would certainly outlive him. About a year ago Haase decided to tell Matkowski that he had been selected as his heir, as far as the ring was concerned, and wrote that he would call. "I am the younger," wrote Matowski, not knowing why Haase wished to see him, "and shall call on you." He fell ill, however, the call was never made, and the great actor passed away without having heard that he had been selected for the Iffland honor.—*N. Y. Evening Call.*

#### Webster's Presence of Mind

Once when Daniel Webster was addressing a political meeting in Faneuil hall the standing multitude within the hall, pressed by those who were endeavoring to enter from without, began to sway to and fro, a solid mass of human bodies, as helpless to counteract the movement as if Faneuil hall were being rocked by an earthquake. The

orator was in the midst of a stirring appeal, urging the necessity of individual exertion and unflinching patriotism to avert the dangers that threatened the political party whose principles he espoused, when he perceived the terrible swaying of the packed assembly and the imminent danger that might ensue. Webster stopped short in the middle of a sentence, advanced to the edge of the platform, extended his arm in an authoritative attitude and, in a stentorian voice of command, cried out, "Let each man stand firm!" The effect was instantaneous. Each man stood firm, the great, heaving mass of humanity regained its equilibrium, and, save the long breath of relief that filled the air, perfect stillness ensued. "That," exclaimed the great orator, "is what we call self government!"—*Exchange.*

### The World's Biggest Ferry Boat

New Yorkers are prone to think that about every kind of craft that floats may be seen in the waters thereabout. They may be right as regards the pretentious carriers of passengers and freight, but when it comes to the humble ferryboat, they are mistaken.

The municipal ferryboats which ply to Staten Island and South Brooklyn are probably the finest of their kind, but among the boats which carry whole railroad trains those in this harbor take a low rank. The Maryland and the Express of the New Haven railroad look mighty powerful as they pass under the Brooklyn Bridge transporting the Federal or the Colonial express between Jersey City and Mott Haven, but they are surpassed by railroad ferries elsewhere.

The biggest ferryboat for railroad trains is now in operation in Lake Ontario between Charlotte, N. Y., the port of Rochester, and Coburg, Ont., sixty-two miles away. Boats of the ordinary ferry type could not make the passage of Lake Ontario safely except in fair and favorable weather.

The boat which makes this trip, the Ontario No. 1, looks more like an ocean steamship than a ferryboat. It is 317 feet long. It differs from the ordinary steamship in appearance only at the stern, which looks as if a huge bite had been taken out of it.

If you view this boat from the stern the purpose of its building is apparent. The entire space of the main deck is a runway for cars. There are four tracks on which trains are run from the yards by means of an adjustable apron. It carries thirty loaded cars. There is room on the upper deck for 1,000 passengers.

The Ontario No. 1 is used chiefly for transporting carloads of coal from the Buf-

falo, Rochester and Pittsburg Railway to the Grand Trunk Railway. A saving of nearly 100 miles of haul is effected, and the congestion of traffic on the Niagara-Toronto lines is relieved.

The trip of sixty-two miles is made in about four hours. It is the only boat operating on the Great Lakes continuously throughout the year. It started running in November, 1907, and hasn't missed a trip yet.—*Exchange.*

### The Aegis of the Civil Service Reform

The civil service system of the government, born in a moment of great national excitement, fostered under adverse conditions and exposed at all times to the criticisms which its unavoidable shortcomings have invited, has now become a permanent and important factor in the administration of federal affairs. Its growth has been remarkable, and its results have justified its existence. In the language of its advocates, it has produced great economy and efficiency, and the public service has been improved in honesty and general character. Unnecessary positions have been abolished. Improved methods of business have been rendered possible and stability given to the service. Superfluous work is no longer devised to give places to favorites. Employees released from political and personal obligations are required to do more and better work. Thus a very great economy has been effected and vastly more is being done in aid of the public welfare and in promotion of the ends for which government is constituted. It is a great record for a quarter of a century; and if, during the next twenty-five years a still more enlightened public sentiment will see with even greater clearness than at present, that the transaction of governmental business is a practical, and not a political affair, we will have every reason to point to the United States as the model government of the world.—*By Harry Litchfield West in the May Forum.*

### To Boys Who Are Twenty-one

A gentleman from Wilkes-Barre writes us as follows:

Reading so much anent the training of boys in the Telegram, Sunday after Sunday, prompted me to send you the following, which to me is decidedly interesting:

So you are twenty-one?

And you stand up clear-eyed, clean-minded, to look all the world squarely in the eye. You are a man!

Did you ever think, son, how much it has cost to make a man out of you?

Some one has figured up the cost in money of rearing a child. He says to bring up a young man to legal age, care for him and educate him, costs \$25,000. Which is a lot of money to put into flesh and blood.

But that isn't all.

You have cost your father many hard knocks and short dinners and worry and grey streaks in his hair. And your mother—oh, boy, you will never know! You have cost her days and nights of anxiety and wrinkles in her dear face and heartaches and sacrifices.

It has been expensive to grow you.

But—

If you are what we think you are, you are worth all you cost—and much, much more.

Be sure of this: While father does not say much but "Hello, son," way down deep in his tough, staunch heart, he thinks you are the finest ever. And as for the little mother, she simply cannot keep her love and pride for you out of her eyes.

You are a man now.

And some time you must step into your father's shoes. He wouldn't like you to call him old, but just the same he isn't as young as he used to be. You see, young man, he has been working pretty hard for more than twenty years to help you up! And already your mother is beginning to lean on you.

Doesn't that sober you. Twenty-one?

Your father has done fairly well, but you can do better. You may not think so, but he does. He has given you a better chance than he had. In many ways you can begin where he left off. He expects a good deal from you, and that is why he has tried to make a man of you.

Don't flinch, boy!

The world will try you out. It will put to the test every fiber in you. But you are made of good stuff. Once the load is fairly strapped on your young shoulders, you will carry it and scarcely feel it—if only there be the willing and cheerful mind.

All hail you, on the threshold!

It's high time you were beginning to pay the freight. And your back debts to father and mother. You will pay them, won't you, boy?

How shall you pay them?

By being always and everywhere a man!  
—*Grand Rapids Chronicle.*

#### Luck vs. Labor

"It is not luck, but labor, that makes men. Luck is ever waiting for something to turn up; labor, with keen eye and strong will, always turns up something. Luck lies abed and wishes the postman would bring him news of a legacy. Labor turns out at 6:00 a. m. and with busy pen or ringing hammer lays the foundation of a competence. Luck steps downward to self-indulgence; labor strides upward and aspires to independence."

We imagine that none who have had any experience in life's battle would disagree with these words of Cobden.

#### Flashes

You can not help the world by hiding from it.

When your business runs down, wind it up.

The rolling stone never becomes a moss-back.

As you cease to grow up you begin to go down.

A calloused hand is better than a calloused heart.

No house is dark in which a little child smiles.

The more a man knows, the less he brags about it.

The man with money to burn seldom gets up any steam.

You don't have to wear fine clothes if you can afford it.

Hope costs you nothing, yet you are a pauper without it.

A little sin often produces as much sorrow as a big one.

It is better to get wisdom than gold—and so much easier.

The man nowadays is judged by the company he promotes.

Beauty is only skin deep, but many folk are thick skinned.

Speak well of your friends; of your enemies speak not at all.

Today is never bettered by tomorrow's burdens.

Happy is the man everybody praises—for he is dead.

The only safe place to keep your heart is at home.

Even the Almighty can not use people who were born petrified.

Let your wife have her way so long as it only amounts to talk.

It is sometimes easier to endure failure than to enjoy success.

We always think the worst of the fellow who gets the best of us.

The fellow who lives by his wits generally dies amongst his woes.

One false friend can cause more trouble than a score of enemies.

Because some people parade a cross is no reason they will wear a crown.

The only thing scarcer than a hen's tooth is politeness in the street cars.

There is one right way and one hundred wrong ways of doing everything.

Temperance puts wood on the fire, meal in the barrel, flour in the tub, money in the purse, contentment in the house and clothes on the bairns.—*Benjamin Franklin.*

# Mortuary Record

- CANOTE—Brother R. L. Canote, Division 363, Norfolk, Neb.  
COLLINS—Brother C. J. Collins, Division 225, Hornell, N. Y.  
DIKEMAN—Brother W. E. Dikeman, Division 285, Spokane, Wash.  
EASTHAM—Brother J. O. A. Eastham, Division 486, Paris, Ky.  
FINCH—Brother A. D. Finch, Division 285, Spokane, Wash.  
GARDINER—Brother B. W. Gardiner, Division 247, Trinidad, Colo.  
GARDINIER—Brother J. W. Gardinier, Division 171, Mechanicsville, N. Y.  
GLEIS—Brother J. M. Gleis, Division 346, Tomah, Wis.  
HAMMETT—Brother J. R. Hammett, Division 5, Baltimore, Md.  
HARRIS—Brother D. Harris, Division 270, Youngstown, Ohio.  
HARRISON—Brother M. E. Harrison, Division 351, Portsmouth, Ohio.  
INGALLS—Brother O. H. Ingalls, Division 370, Providence, R. I.  
JUMPER—Brother H. S. Jumper, Division 88, Ennis, Texas.  
KARR—Brother J. S. Karr, Division 7, Houston, Texas.  
MITCHELL—Brother J. T. Mitchell, Division 2, Buffalo, N. Y.  
MONTGOMERY—Brother R. J. Montgomery, Division 301, Seymour, Ind.  
MOORE—Brother John Moore, Division 139, Knoxville, Tenn.  
MCARTHUR—Brother W. McArthur, Division 54, New York City, N. Y.  
MCCOLLISTER—Brother D. McCollister, Division 474, Douglas, Ariz.  
MCVEY—Brother Levi McVey, Division 60, Sedalia, Mo.  
ORAM—Brother G. L. Oram, Division 209, Pocatello, Idaho.  
PERRY—Brother J. G. Perry, Division 167, Oswego, N. Y.  
REESE—Brother E. Reese, Division 201, McKees Rocks, Pa.  
SHREWSBERRY—Brother J. A. Shrewsbury, Division 70, East Las Vegas, N. M.  
SANDIDGE—Brother W. W. Sandidge, Division 282, Needles, Cal.  
SLOAT—Brother R. J. Sloat, Division 507, Teague, Texas.  
TRUEMAN—Brother H. P. Trueman, Division 214, Moncton, N. B.  
UNDERWOOD—Brother Jas. Underwood, Division 500, New London, Conn.  
VAUGHN—Brother L. H. Vaughn, Division 312, Weehawken, N. J.  
WILEY—Brother J. B. Wiley, Division 24, St. Albans, Vt.  
WHITE—Brother J. E. White, Division 157, Boston, Mass.
- 
- BAIRD—Wife of Brother H. R. Baird, Division 44, Denver, Colo.  
BATTLE—Wife of Brother A. J. Battle, Division 44, Denver, Colo.  
BOUCHARD—Father of Brother Wm. Bouchard, Division 48, Detroit, Mich.  
BROGAN—Father of Brother J. E. Brogan, Division 2, Buffalo, N. Y.  
BOYD—Wife of Brother W. E. Boyd, Division 40, St. Paul, Minn.  
HENRITZE—Mother of Brother E. R. Henritze, Division 139, Knoxville, Tenn.  
HAWKS—Son of Brother P. J. Hawks, Division 210, Roanoke, Va.  
PENNY—Daughter of Brother Geo. J. Faatz, Division 48, Detroit, Mich.  
PATTERSON—Wife of Brother N. P. Patterson, Division 367, McComb City, Miss.  
ROACH—Wife of Brother J. H. Roach, Division 81, Beardstown, Ill.  
RUARK—Mother of Brother Dan Ruark, Division 92, Terre Haute, Ind.  
SHELDON—Daughter of Brother J. Clark Sheldon, Division 312, Weehawken, N. J.

# THE RAILWAY CONDUCTOR

## General Information Relative to Mutual Benefit Dept.

Assessment No. 501 is for death of L. A. McVey, May 23, 1909, and No. 502 is for death of H. Hagan, May 23, 1909. See Article 13, Laws Governing Mutual Benefit Department.

### BENEFITS PAID FROM APRIL 1 TO APRIL 30, 1909.

BEN. NO.	NAME	DIV.	CERT. NO.	SERIES	AMOUNT	FOR	CAUSE
5343	Chancey Hale	44	1315	B	\$ 2000	Death	Cerebral Hemorrhage
5344	James Brown	107	7861	A	1000	Death	Heart Disease
5345	G. T. Sewall	106	2057	B	2000	Dis.	Loss of Hand
5346	J. A. Wolf	304	2878	A	1000	Death	Cerebral Anoplexy
5347	Wm. F. Smith	500	15261	B	2000	Death	R. R. Accident
5348	R. C. Richards	110	6717	C	3000	Death	R. R. Accident
5349	H. McCormack	321	161	B	2000	Death	Tuberculosis of Pleura
5350	Geo. J. Ketchum	40	11055	B	2000	Dis.	Loss of Both Legs
5351	James Perks	172	4145	C	3000	Death	R. R. Accident
5352	O. J. Wright	49	2785	A	1000	Dis.	Loss of Hand
5353	A. A. Stewart	153	10348	A	1000	Death	R. R. Accident
5354	D. B. Davis	142	13303	A	1000	Dis.	Loss of Arm
5355	Edw. Cunningham	57	4557	C	3000	Death	R. R. Accident
5356	T. A. Gleason	125	3064	B	2000	Death	Nephritis
5357	F. H. Barner	36	5393	B	2000	Death	Gun Shot
5358	H. Leach	48	1137	C	3000	Death	Erysipelas
5359	B. Simpson	270	4675	C	3000	Death	Pneumonia
5360	E. D. Phelps	26	600	A	1000	Death	Organic Heart Trouble
5361	J. D. Phillips	224	4075	A	1000	Death	Pneumonia
5362	J. D. Haley	176	2933	B	2000	Death	Typhoid Fever
5363	W. M. Murray	201	6434	B	2000	Death	Congestion of Lungs and Liver
5364	J. E. Dowd	54	6500	B	2000	Death	Anemia
5365	A. J. Stambaugh	226	12266	B	2000	Death	R. R. Accident
5366	V. O. Melin	295	3365	C	3000	Death	Carcinoma of Duodenum
5367	J. H. Crumpton	127	4500	C	3000	Death	General Paralysis
5368	C. M. Fieldings	115	6085	C	3000	Death	R. R. Accident
5369	H. Bridgeham	222	3942	A	1000	Death	Pneumonia
5370	W. A. Liscum	106	5416	A	1000	Death	Pneumonia
5371	Frank Thomas	99	11268	A	1000	Death	Bright's Disease
5372	H. T. Smith	123	1559	B	2000	Death	Unknown
5373	R. J. Tobin	56	1220	C	3000	Death	Acute Nephritis
5374	J. B. Huffman	30	2569	C	3000	Death	R. R. Accident
5375	M. L. Braymer	443	5796	C	3000	Death	R. R. Accident
5376	John Ring	204	9121	A	1000	Death	Diabetes Mellitus
5377	J. F. Murphy	55	1287	C	3000	Death	Cardiac Dilation

### NUMBER OF MEMBERS ASSESSED.

Series A, 13,476; Series B, 17,143; Series C, 8,246; Series D, 376; Series E, 53. Amount of Assessments Nos. 501-502, \$148,538.

### FINANCIAL STATEMENT.

Received on Mortuary Assessment to April 30, 1909.....	\$11,435,366.15
Received on Reserve Fund Assessment to April 30, 1909.....	674,713.65
Received on Expense Assessment to April 30, 1909.....	123,155.80
Received on Applications, etc., to April 30, 1909.....	182,380.65
	\$12,415,616.25
Total Amount of Benefits Paid to April 30, 1909.....	\$10,970,567.00
Total Amount of Expenses paid to April 30, 1909.....	294,524.85
To the Credit of Mortuary Fund, April 30, 1909.....	464,799.15
To the Credit of Reserve Fund, April 30, 1909.....	674,713.65
To the Credit of Expense Fund, April 30, 1909.....	11,011.60
	\$12,415,616.25

### EXPENSES PAID DURING APRIL.

Sundry Expense, \$30.05; Postage, \$398.00; Stationary and Printing, \$86.55; Salary, \$867.35; Fees returned, \$47.00.

W. J. MAXWELL, Secy.

# Ball Watches

THE RAILROAD STANDARD

Mr. Conductor!

BALL WATCHES—THE RAILROAD STANDARD for safe, reliable timekeeping. BALL WATCHES—THE RAILROAD STANDARD for simplicity, strength, and no repair bills beyond yearly cleaning and oiling.

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# FREE Dollar Bottle Vitaline

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Dr. Rainey says: "My scientific formula of Vitaline is the sure cure for the diseases and symptoms mentioned below—it's the most certain of all and there is no doubt about this. Vitaline tablets are just the treatment so many are looking for, what they should have and must have to be made strong, vigorous and healthy. It makes no difference how weak you are nor how long you have had your trouble, Vitaline will easily overcome it—it will not fail nor disappoint you."

### NERVOUS WEAKNESS, DEBILITY

Lost Vitality, Nervous Weak, Wornout Feeling, Weak, Aching Back, Lack of Strength, Energy or Ambition, Bad Dreams, Poor Memory, Rashful, Restless at Night, Despondent.

**STOMACH TROUBLES**—Pain in Stomach, Loss of Appetite, Dyspepsia, Indigestion, Bad Taste or Breath, Sick Headache, Bloating, Heartburn, Sour Belching, Spitting Up, Catarrh, Gas, Grawing, Nervousness.

**HEART WEAKNESS**—Fluttering, Skipping, Palpitation, Pain in Heart, Side or Shoulder Blade, Short Breath, Weak, Sinking, Cold or Dizzy Spells, Swelling, Rheumatism, Throbbing in Extremities or Exertion.

**CATARRH**—Hawking, Spitting, Nose Running Watery or Yellowish Matter, or Stopped Up, Sneezing, Dull Headache, Coughing, Deafness; Pains in Kidneys, Bladder, Lungs, Stomach or Bowels may be Catarrh.

**BLOOD TROUBLES**—General Debility, Paleness, Thin, Weak, Run-Down, Nervous, Rash, Sores, Ulcers, Pimples, Chilly or Feverish, Loss of Flesh and Strength.

Dr. Rainey Medicine Co., Dept. 36, 152 Lake St., Chicago. I enclose four cents postage. Send at once by mail in plain package \$1.00 bottle Vitaline Tablets on trial, and if it proves satisfactory I will send you \$1.00, otherwise I will pay you nothing.

Name \_\_\_\_\_

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Just send name, address and four cents postage stamps to get the bottle to you—that's all you have to do to receive a dollar bottle of Vitaline tablets. We want nothing for them until you can say with a glad heart that you have at last found the right medicine. Pay us no money until you are satisfied and willing, and it's all left to your judgement and sense, which we abide by—that's the understanding.

Vitaline tablets act on the Vital Organs that generate the vital warmth and the nerve force which makes one feel strong, vigorous and healthy, equal to all the duties and pleasures of robust strength and life. They give you vigor and vitality every day and restore you so quickly and completely you never know there was anything the matter.

Vitaline tablets are guaranteed under U. S. Pure Food and Drugs Act—Serial No. 3877—you have never had anything like them, combining their wonderful healing and strengthening power.

We send you our beautifully illustrated book, "Vitality"—you have never seen one like it. Our testimonials from people cured after ten to forty years of doctoring will convince you of all we claim for Vitaline.

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FOR WEARERS OF  
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**BOSTON GARTER**

DELIGHTFULLY COMFORTABLE  
TO THE BARE LEG



NON-ELASTIC, TUBULAR  
KNIT LEG BAND  
ELASTIC, ADJUSTABLE  
PENDANT

Made With  
The

*Velvet Grip*  
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Sample Pair

Cotton Fend't, Nic. Plate, 25c.  
Silk Fend't, Gold Plate, 50c.  
Mailed on Receipt of Price

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MAKERS BOSTON

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TO THE  
MAIN  
LINE



Every Railroad man who wears

**LITHOLIN**  
WATERPROOFED LINEN  
COLLARS and CUFFS

is on the right track and knows it—especially if he has tried makes of rubber or celluloid. He finds Litholin to be linen, and they look it. But, being waterproofed they can be wiped white as new with a damp cloth. Won't fray. Look better, last longer, and do away with laundry bills. Wear them and always be comfortable and happy. The same collar you have always worn, only waterproofed.

**COLLARS 25c**

**CUFFS 50c**

Always sold from a RED box. Avoid substitution.

If not at your dealer's, send, giving styles, size, how many, with remittance, and we will mail, postpaid. Styles booklet free on request.

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**MENNEN'S**  
BORATED TALCUM  
TOILET POWDER

and insist that your barber use it also. It is Antiseptic, and will prevent any of the skin diseases often contracted.

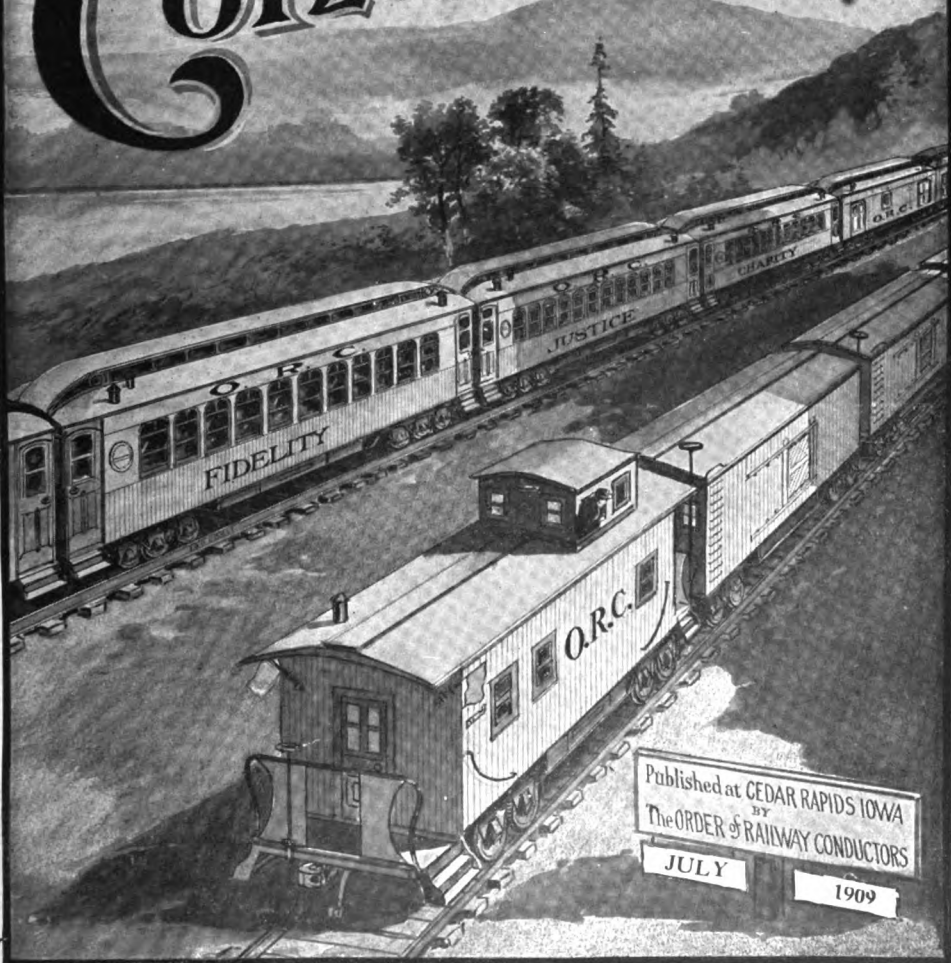
A positive relief for **Sunburn.** Chafing, and all afflictions of the skin. Removes all odor of perspiration. Get Mennen's—the original. Put up in non-refillable boxes—the "Box that Lox." Sold everywhere or mailed for 25 cents. Sample free.



Try Mennen's Violet (Borated) Talcum. Sample free.

**Gerhard Mennen, Newark, N. J.**  
Guaranteed under the Food and Drugs Act, June 30, 1906. Serial No. 1542.

# The Railway Conductor





# The Howard Watch

**P**ROPERLY speaking there is only one exclusive and highly specialized Railroad Watch—the lever-setting HOWARD.

It is designed and constructed for Railroad service. Adjusted to heat, cold, vibration, and change of position. It has a hard tempered balance that will not knock out of true when the engine slams her flanges against a curve. It is not affected by the quiver of a train doing a sixty-mile clip.

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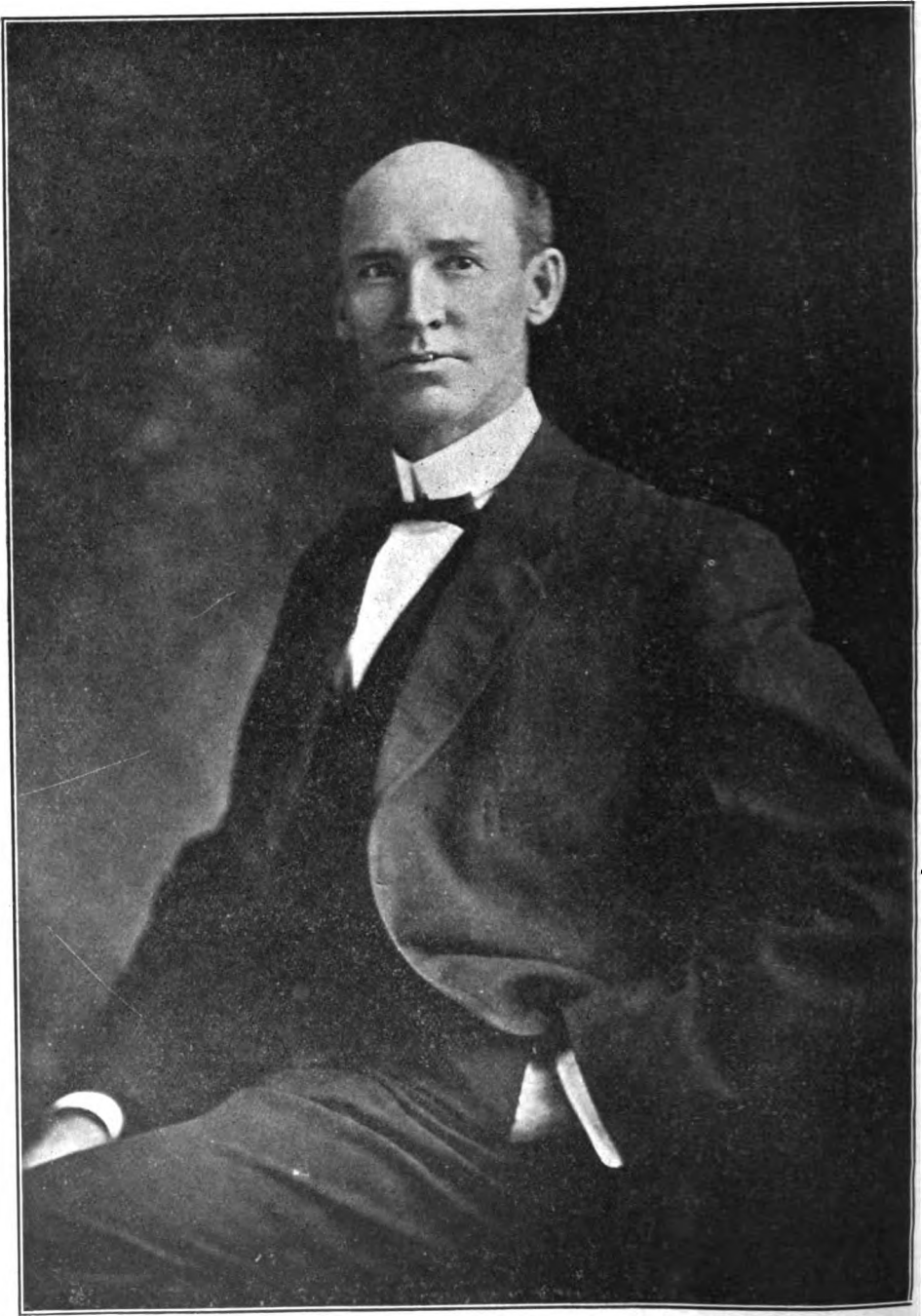
## A Loyal Prince

BY ADELBERT CLARK

Green was the grass in the shady lane  
Where lilies leaned with dripping rain,  
And apple blossoms dropped their plumes  
Like wasted bits from the weaver's looms,  
As through the tangled weeds he came  
Borne on the breast of silver flame,  
Kissing the blossoms white and red,  
While night's dark shadows before him fled—  
The Loyal Prince—the Sun.

The great white roses, wet with rain,  
Trailed their pearl and silver train,  
Wove by the queen of the spider's spun,  
Sparkling with dewdrops one by one,  
And lit with rubies fair and fine  
Like crystal drops of crimson wine,  
While over the surging sea he came  
In a chariot of golden flame—  
The Loyal Prince—the Sun.

O, why do flowers love to greet  
This fair young prince with noiseless feet,  
Who comes when all is dark and drear,  
Veiling the world with shades of fear?  
They love the prince, whose love for men  
And flowers have proved a faithful friend,  
And ever the world will welcome him,  
Who comes to scatter the shadows dim—  
The Loyal Prince—the Sun.



A. B. GARRETSON

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## The Fourth of July

CHICAGO RECORD-HERALD.

'Twas in the reign of George the Third;  
Our public peace was much disturbed  
By ships of war, that came and laid  
Within our ports to stop our trade.

No honest coaster could pass by  
But what they would let some shot fly;  
And did provoke to high degree  
Those true-born sons of liberty.

—*Rhode Island Ballad of 1772.*

And because they were so provoked the Fourth of July has, to the small boy at least, lost its minor significance as a date, merely one day of the 365, and resolved itself into a symbol for all that is most stirring and electrifying to the youthful imagination. For long before he knows why he celebrates every small American knows that on the Fourth, and it is not necessary to designate which Fourth, he may, himself, disturb the public peace and provoke by his actions the concern of those unimaginative and practical people who think his life and limbs of more importance than the joy he experiences in setting off his giant firecrackers.

And, of course, he does not know that the resolution in which the Continental Congress declared the United Colonies independent of Great Britain was actually passed July 2, so that when the famous and sonorous document penned by Jefferson was adopted on the Fourth his country was already two days old, though a decision of the Supreme Court had decreed that the date of its adoption is the date of the nation's legal existence in the municipal courts.

Obnoxious navigation and trade laws, sugar and stamp taxes, intolerable acts punishing Massachusetts for her part in the Boston tea party and Boston massacre, fiery speeches and earnest declarations of rights had resulted in the meeting of the First Continental Congress with fifty-five delegates representing every colony except Georgia at Philadelphia in Carpenters' Hall from September 5 to October 26, 1774.

Just twenty years before delegates from the different colonies had held a congress in Albany for the purpose of conferring with the Indians, and on July 4 had rejected a plan for the union of the colonies. So until 1776 loyal Tories of the time might justly have celebrated the Fourth as the day on which the colonies were kept from taking a step tending to separate themselves from the mother country.

\* \* \*

But between the Fourth of July in 1754 and that of 1776, twenty-two years freighted with many rights and wrongs had passed, and the temper of the people had changed with the changing years.

Pitt, the great commoner, had protested futilely against the treatment accorded the colonies. Barre had bestowed upon the colonists the name they later used for their organization, "The Sons of Liberty." Samuel Adams and John Hancock had offended his royal majesty beyond hope of pardon so that they were excepted from the amnesty offered by General Gage in 1775. Patrick Henry had given to the world some unforgettable phrases. Paul Revere had made his famous ride, Lexington, Concord

and Bunker Hill had become a part of the nation's history, and George Washington had been made commander in chief, when Richard Henry Lee, acting under instructions from Virginia, offered the resolution which was to convert the United Colonies into free and independent states.

"Resolved, That these United Colonies are, and of right ought to be, free and independent states, that they are absolved from all allegiance to the British Crown, and that all political connections between them and the state of Great Britain is and ought to be totally dissolved."

\* \* \*

But "When, in the course of human events, it becomes necessary for one people to dissolve the political bands which united them with another and to assume among the powers of the earth the separate and equal station to which the laws of nature and of nature's God entitles them, a decent respect to the opinions of mankind requires that they should declare the causes which impel them to the separation."

So, while Congress was considering the weighty matter presented to its members by Lee on the 7th of June, a matter too weighty to be considered at once and off-hand, it appointed a committee consisting of Thomas Jefferson, Benjamin Franklin, John Adams, Roger Sherman and Robert R. Livingston, to write a declaration showing a decent respect to the opinions of mankind and have it ready in case it was wanted. As Jefferson was chairman of the committee, the duty of writing the declaration, a duty which he regarded as one of the greatest of his life and so worthy to be inscribed as such upon his monument, was given to him.

July 2, Lee's resolution was passed and two days later the Declaration of Independence was adopted and later copies were sent to the states.

\* \* \*

Pennsylvania got her copy first, and on noon of July 8 it was read before a great crowd of people in the statehouse yard, the people, declaring their approbation by repeated huzzas, while the great bell which had been cast some years before with the prophetic words upon its side, "Proclaim liberty throughout the land unto all the

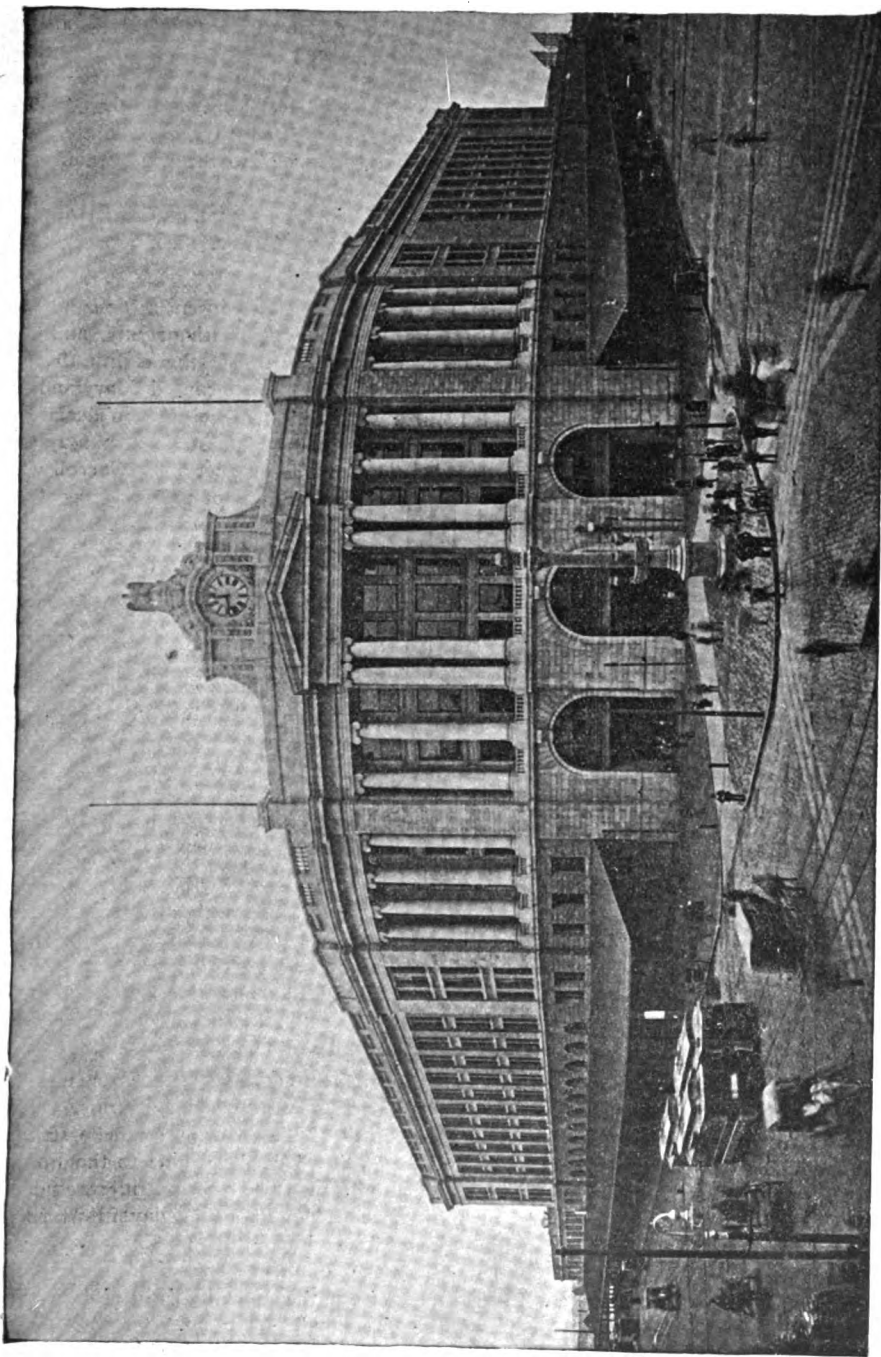
inhabitants thereof," rang out a joyful peal. The king's arms in the courtroom were taken down and there were bonfires and other demonstrations of joy at this first celebration of the passage of the Declaration of Independence. The story of the little boy who waited to tell his grandfather that the declaration had become a fact, so that he might ring the great bell as a message to the people, seems not to be borne out in fact.

He had time to wait, indeed, in those anxious days which tried men's souls, for the resolution was before the congress thirty-nine times before it was finally carried. The delegates from Pennsylvania and Georgia were at first against it. At one time Delaware had one delegate voting for and one voting against it, whereupon its advocate sent for an absent delegate, who rode eighty miles on horseback to cast his vote for it. The New York delegates were in favor of its passage, but as they were uninstructed, would not vote for it until advice came from their constituents as to what they should do.

So a London paper of the time was justified when it told its readers that "on the first trial there were but six votes in Congress for independence (the vote being taken by states), the other seven being against it. The delegates from Pennsylvania were known to be divided. Adams wrought upon the versatility of one of them, a Mr. Dickenson, and so carried his point. Thus a matter of such moment to both countries, and which, the rebels would make us believe, was the unanimous vote of the thirteen colonies, was finally determined by the single suffrage of Mr. Dickenson."

To John Adams, who seconded the motion for the adoption of the declaration, fell the work of speaking for it on the floor, for Jefferson, though a ready and able writer, was no orator.

In 1826, the fiftieth anniversary of Independence day found them both alive, but its evening left them dead. It was a singular coincidence that each should have died on the day so memorable to both. Jefferson's death, which occurred at noon, preceded that of Adams by a few hours, and the last rational words of the latter, "Jefferson still survives," had already been



Courtesy New York, New Haven & Hartford Ry. SOUTH TERMINAL STATION, BOSTON, MASS.

contradicted by death. Both had attained old age, Jefferson being 83, and Adams 91, and both had served the country brought into being by the declaration for which they worked, as president. The fifth president of the United States, James Monroe, also died on the national holiday five years later, at the age of 73 years.

\* \* \*

Of the fifty-six men whose names appear on the Declaration of Independence, only one signed on the first Fourth. John Hancock, president of the Congress, one of the two traitors whom General Gage refused to pardon, for and on behalf of Congress, signed that day, but most of the signatures were written, as is shown in the journal, August 2. Some were not written until November and one signer stated that he did not write his name until 1781.

Of the fifty-six signers, twenty-one were lawyers; ten, merchants; four, doctors; three, farmers; one, a clergyman; three had studied for the ministry, and one was a printer. Twenty-five were college graduates and sixteen were wealthy.

\* \* \*

Charles Carroll of Carrollton, the richest man of the colonies, who died in 1832, was the last surviving signer, and on August 2, 1826, the year of the fiftieth anniversary of the adoption of the declaration, the year which found three signers living but left him the sole survivor, he made a reaffirmatory declaration showing that August 2 was the date on which the document received his signature, with most of the others:

"Grateful to Almighty God for the blessing which, through Jesus Christ our Lord, he has conferred upon my country in her emancipation, and upon myself, in permitting me, under circumstances of mercy, to live to the age of 89 years and to survive the fiftieth year of American Independence, and certifying by my present signature my present approbation of the Declaration of Independence adopted by Congress on the fourth day of July, in the year of our Lord one thousand seven hundred and seventy-six, which I originally subscribed on the second day of August of the same year, and of which I am now the last surviving signer,

I do hereby recommend to the present and future generations the principles of that important document as the best earthly inheritance their ancestors could bequeath them, and pray that the civil and religious liberties they have secured to my country may be perpetuated to the remotest posterity and extended to the whole family of man.

"CHARLES CARROLL OF CARROLLTON.

"Baltimore, August 2, 1826."

\* \* \*

Carroll was not chosen a delegate to Congress until the fourth of July, and did not take his seat until the eighth, but it was his influence that caused Maryland to concur with the other colonies in declaring themselves independent states. In May the Maryland convention met while Carroll was in Canada as member of a commission sent there to induce the Canadians to join the movement against Great Britain. In his absence the Maryland convention met at Annapolis and instructed its delegates not to concur in a vote for independence. In June, after his return, he protested against the action and a new resolution recalling the instructions and advising Maryland's delegates to vote for independence was passed.

When he signed, the fact that few risked so much as he was shown in the exclamation of a member: "There go a few millions."

His reaffirmatory declaration appears on a facsimile of the declaration in the New York library. The original parchment is carefully guarded by the Department of State in Washington and is kept in a steel cabinet and seldom shown to anyone.

So momentous an event as a nation's birth dwarfs all other happenings, yet in the course of the years it would be strange if they refused deeds of note to the Fourth of July. In this country, it is, indeed, often selected as a fitting day in which to inaugurate important public enterprises. Thus the commencement of the Erie Canal dates from the Fourth of July, 1817, and the first mail stage commenced running from Pittsburg to Philadelphia on that day in 1804. The ceremony of laying the corner stone of the Washington monument in

the national capital took place on July 4, 1848, and on the same day the treaty of peace with Mexico was proclaimed.

On the Fourth of July, 1845, Texas was annexed by the state convention's ratifying the action of the United States, and in 1868, on the national holiday, President Johnson proclaimed an amnesty to all parties who had engaged in the rebellion except those under indictment on charge of treason, and restoration of rights in all prop-

erty except slaves. Five years before that Vicksburg surrendered on the Fourth. In 1584, on July 4, Amidas and Barlow, commodores sent by Sir Walter Raleigh to discover and take possession of North America north of Florida, arrived at the coast and took formal possession of the country for England's queen. But the Fourth, to the small boy, celebrates but one event, and that the one which quite nullified the commodores' work.



STATE HOUSE, BOSTON, MASS.

## The Spirit of Bunker Hill

JOE MITCHELL CHAPPLE, IN "THE NATIONAL MAGAZINE" FOR JUNE.

Sooner or later every stranger who visits Boston invariably announces: "I must see Bunker Hill." June 17th is the ideal day to gratify that wish; to correctly entertain my guests a supply of luscious chicken and ham sandwiches should be packed, with plenty of pickles and a few pieces of pie, for Charlestown—accent on the "town" and pronounce it clearly, please—is within the "pie belt." We climb the stately pile on Bunker Hill; attend the exercises held by some historical association; listen to the strains of that old ode sung at the dedica-

tion of the monument in 1843, when Daniel Webster delivered his famous oration; behold the parade sweep in majesty about the foot of the historic pile, and watch the sun flash in golden gleams on the renowned "Sword of Bunker Hill." Like many another historical landmark that otherwise would have been obliterated, Bunker Hill has been preserved to posterity by the devotion of women. Where today are well-kept turf, a stately monument and joyous sightseers, in 1775 a bare summit scarred by cannon-shot, a raw, half-sodded fieldworks and low

redoubt overlooked the burning churches and houses of Charlestown. Beyond from the Charles River, the British men-of-war joined the land batteries on the farther bank in the unceasing thunder of artillery, hurling death upon the men of Massachusetts Bay, Vermont and Connecticut.

Due north to the very verge of the Mystic ran a weak breastwork across pasture lands and meadows, with here and there an orchard abloom with the delicate pink and white of apple, pear, cherry and quince; fields of yellow-hearted, white-petalled daisies swayed in the vortex of cannon shot and the mad rush of furious charges.

Anon the orchards were full of red-coated, white-gaitered infantry; the snow-white daisies were marred by great splashes of life blood, and the pastures strewn with patches of scarlet, where soldiers in their gay uniforms had fallen to rise no more. To the left a half score of brass howitzers, posted amid brick kilns and clay pits, sought to enfilade and sweep away the Baymen who kept the hill.

Farmers, sailors, fishermen, tradesmen, clad in everyday garb, armed with their homely weapons of the chase, with scarcely

a flag to fight under, suffering hunger, thirst and weariness under the broiling sun, coolly trained across the Bunker Hill breastwork the long, rusty tubes which had already heaped windrows of dead and dying men upon the fields below, where the new-mown hay still lay drying. The British lines continued to charge. "Don't fire until you see the whites of their eyes!" The word passed along the line of set faces and levelled guns; a moment later hoarse cries, "Fire! Fire!" rang out; a crash of triple volleys and the rattle of deadly file-firing followed. The powder failed, the provincials broke away pursued by Pitcairn's marines—for the moment, our fathers' hope of victory was over.

Yes, visit Bunker Hill; look upon a monument erected to cherish the memory of a defeat that brought success, for Victory crowned the vanquished that day. The day set apart to commemorate the battle of Bunker Hill is exclusively a Charlestown holiday, but far wider than Boston's "trimountains" spreads the spirit of Bunker Hill throughout a great nation christened on that day in the red blood of American freeman.

## America and the New Diplomacy

BY JAMES BROWN SCOTT, J. U. D., SOLICITOR FOR THE DEPARTMENT OF STATE.

The discovery of America opened up a new world; the independence of the United States a new diplomacy.

The discovery of America opened up a world to the broken and depressed of Europe and gave them an opportunity to begin life anew in a world in which there were no traditions of the past, no limitations to the future and which they might fashion according to their will. From all lands they came, from Protestant and Catholic communities, from countries speaking various and discordant languages, the man of unconquerable mind and the broken in spirit, the rich and the poor, the criminal and the outcast. Freed from the restraint of the Old World they bred a race of Freemen. By the sweat of their brow they prospered, and unwilling to surrender the

proceeds of their industry and devotion or to yield to the Old World what they had acquired in the New, they maintained in war what they had acquired in peace. United by oppression or fear of oppression, they sank their differences of race, of religion, of language and tradition, founded a Republic and transmitted it to their offspring. Cast in the melting pot, they emerged from the crucible a Union, a Nation, which has stood the test of a civil war at home and commands because it deserves respect abroad. The experience of the United States established the simple doctrine that people of various nationalities may live side by side, that questions of religion are no barrier to union for the public good, and that groups of states possessing local self-government in the highest sense

of the word may not only live in peace, but safely entrust their foreign relations to a central and self-constituted authority, provided only that the Union be based upon justice, and that it be administered in the interest of the many rather than for the benefit of the few.

A new nation without the traditions and surroundings of the past, with no powerful neighbors seeking its destruction, and able to husband its resources and devote them to peaceable internal development instead of squandering them upon petty ambitions which have turned Europe into an armed camp, and under the weight of which it staggers and groans, it was to be expected that this Republic, brought little by little into contact with the outer world, would develop a diplomacy in keeping with its ideals in which peace, necessary to the development of industry and commerce, would be a cardinal policy. But the peace which the Republic desired was the peace based upon justice and upon the observance of its dictates. The scrupulous observance of



WASHINGTON MONUMENT,  
Public Garden, Boston, Mass.



BUNKER HILL MONUMENT.

international duties and obligations in Washington's administration; the insistence that the rights which flow from the faithful performance of international duties be assured to the Republic; that these rights be measured and tested by the principles of law rather than by an appeal to the sword, made an era in diplomacy. The right of a nation to pursue its ideal without hindrance from the world at large; that it be not drawn into controversies in which it has and can have no interest; that isolation is not synonymous with indifference laid the foundations of neutrality—the first fruits of the new diplomacy.

As we have grown and expanded, our interests have become greater and we are brought into daily contact with the world at large; but the recognition of the right of every nation to pursue peaceably its own development, provided that this development does not interfere with the normal and just development of any and all nations, has made it possible to maintain peace if nations really desire peace. We resist aggression now as we resisted aggression



OLD SOUTH CHURCH, BOSTON, MASS.

from Great Britain; but we now as then and always have been willing to test our rights by the principles of justice and international law, and we maintain and have maintained, in season and out of season, that no nation has the right to resort to war unless all other means of settlement have been tried and failed, and only then, if the importance of the occasion justifies, indeed compels, an appeal to arms.

We have found that a free and frank explanation of our views prevents controversy and that if controversies exist they may be settled by the discussion of their causes, resulting in their removal. We do not use force in our private relations; we settle our disputes amicably, each renouncing, it may be, an extreme right or pretention to reach an agreement, and we believe that nations, which, after all, are but aggregations of men, may settle their controversies in the same manner. The policy of Washington in refraining from taking sides with Great Britain or France during the wars of the French revolution developed the law of neutrality, and it has been found that controversies arising out of an alleged

infraction of neutrality, such as the Alabama claims, might be settled by arbitration instead of resorting to force, which settles a question of strength, not a question of right. The arbitration of the Alabama disputes has done more for the cause of arbitration and the peaceful settlement of international controversies than any other single event in modern times. And the resort to arbitration in these cases rather than the resort to force is simply the practical application, on a large scale, of the principle which Washington conceived and gave to the world.

The Treaty of Peace with Great Britain recognizing the Independence of the United States provided for the settlement of boundary disputes and the payment of sums due British creditors. The boundaries were not settled, the claims of British subjects were not paid, the illegal capture of American merchantmen engaged in a legitimate trade with France which the United States as a neutral nation had a perfect right to conduct, generated bitterness of feeling and the two nations were drifting slowly but surely into war. To prevent this calamity, Washington sent John Jay, the Chief Justice of the United States, to Great Britain in order to settle the controversies or to provide means for their settlement. Jay was a trained lawyer and believed in the adjustment of irreconcilable differences by judicial means. Great Britain in the time of Cromwell had negotiated arbitration treaties and had settled various acute controversies by means of mixed commissions. When Jay proposed in Articles V, VI and VII of the Treaty of 1794, known by his name, Great Britain accepted the proposition, and the success of the commission appointed in pursuance of Article VII, dealing with the complicated questions arising out of the illegal captures of American merchantmen, in violation of neutrality, offers the first instance of modern arbitration. The policy was not confined to Great Britain. We provided for arbitration of outstanding difficulties with Spain and France, and in the Treaty of 1814, concluding the unfortunate war with Great Britain, provision for the arbitration of various controversies between the two countries was made. Since then the United States has pursued the policy

of negotiation by diplomatic means, and where diplomacy has failed to secure an adjustment has insisted upon arbitration; for we should not, indeed we must not, demand from others that which a tribunal composed of indifferent and impartial judges would not award. The six volumes of Moore's International Arbitrations, to which the United States has been a party, show with what persistence we have clung to the doctrine in the days of our strength as well as in the days of our weakness. At the present moment, the State Department is negotiating treaties, by the terms of which

International Commissions or Tribunals of Arbitration. Such treaties we have not had in the past, but to be logical and consistent partisans of arbitration we should bind ourselves by a present agreement to arbitrate future differences. Therefore, continuing this policy and developing it naturally, logically and consistently, the State Department has, within the past year, already negotiated and signed twenty-four agreements with European nations, sister Republics of Latin-America, China and Japan, by which the United States and the foreign countries pledge themselves to sub-



KING'S CHAPEL, BOSTON, MASS.

present and future difficulties between Canada and the United States will be settled by judicial means; a treaty with Great Britain by means of which the fishery rights of the United States in New Foundland waters will be interpreted and decided by the permanent Court at the Hague, and a Claims Convention for the adjustment of pecuniary claims between the citizens of the United States and the subjects of Great Britain.

But it is not enough that we settle present controversies by judicial means; we should provide that future difficulties susceptible of judicial treatment be referred to

mit to the permanent Court at The Hague, controversies of a legal nature and disputes concerning the interpretation and application of treaties and conventions, excluding therefrom only questions involving the independence, the vital interests and honor of the contracting parties.

Our own experience has shown us that differences of nationality are not insuperable difficulties; that the existence of States possessing local self-governments offers no serious impediment to the judicial settlement of controversies which would produce war between equal and sovereign nations; that a Supreme Court is necessary for the

interpretation of an instrument to which the 46 States composing the American Union are parties, and we believe that an International Court, created by the 46 nations of the world recognizing and applying international law, is as necessary for the interpretation of international conventions and the settlement of judicial questions as a Supreme Court is to the 46 States composing the American Union. We believe, further, that this Court can be created by the nations; that it will be created by the nations if and when they recognize the importance of its existence and the services it may render to international justice. That the existence of international conventions

subject was adopted providing for the organization, jurisdiction and procedure of a Court of Arbitral Justice. The judges are to be appointed by agreement reached through diplomatic channels, and it is to be hoped that an international opinion so strong and insistent will be generated by the movement in favor of arbitration that this Court will be established within the next few years. If so, it will be the triumph of the new diplomacy which seeks the settlement of international controversies by the appeal to reason, and which recognizes that permanent peace can only be based upon the principles of justice. The doctrine of neutrality and all its consequences was an



THE OLD STATE HOUSE, BOSTON, MASS.

necessitates the establishment of such a Court for the authoritative interpretation of treaties to which the world at large is a party, and that such a Court, composed of judges acting under a sense of judicial responsibility, representing the various languages and the systems of jurisprudence, will at no distant date be created at The Hague.

The policy of the State Department, therefore, in negotiating treaties of arbitration, will bring into relief the necessity of such a Court, and that these treaties of arbitration, important in themselves, are but a means, not an end.

At the second Hague conference a pro-

American doctrine. The settlement of international disputes by temporary commissions and tribunals of arbitration is an American doctrine, dating from Jay's treaty. The establishment of an International Tribunal, always in session to receive and decide controversies susceptible of judicial decision, composed of permanent trained judges, acting under a sense of judicial responsibility, representing the various languages and systems of jurisprudence, will be the triumph of an American ideal and will be the culmination of what we may fairly and properly call "the new diplomacy," the diplomacy which appeals to reason and bottoms itself upon justice.

# Why Are Railroads Like Men

Address by C. W. Mott, General Emigrant Agent, Northern Pacific Railway, Before the Traffic Club, Chicago, Ill., April 30, 1908.

Why are railroads like men? Because they are the creation and the handiwork of man. The reputation of a railroad is made by the men who manage it. If the personality of the management is progressive, honest and intelligent, these characteristics are seen through every department, and weak leadership is easily directed by the public.

Like men, some roads progress and be-

tribution of harps. A friend of mine received a mileage book from each road in that state, and the weakest line of all thought that it would be able to compete by sending this gentleman two mileage books. But even this generous effort did not seem to wipe away the prejudice existing against the weak line, and he returned the books, stating that if it did not interfere with any of their fixed and fast rules



FANEUIL HALL, BOSTON, MASS.

come leaders, while others remain almost stationary, neither advancing nor retrograding, and still others become non-supporting, unpopular, and not looked upon with favor.

I remember an instance in Wisconsin several years ago, when railroads were as generous in the giving of mileage books as the choicest leaders in heaven are in the dis-

tribution of harps. A friend of mine received a mileage book from each road in that state, and the weakest line of all thought that it would be able to compete by sending this gentleman two mileage books. But even this generous effort did not seem to wipe away the prejudice existing against the weak line, and he returned the books, stating that if it did not interfere with any of their fixed and fast rules

he would like to have them made good on its time tables, as he was a little afraid of the main line. In 1830 there were twenty-three miles of railroad in the United States, such as it was. In 1908 there are approximately 225,000 miles, and most of it can be considered as first class. The railroads of this country have made rapid improvements dur-

ing the last thirty years, and in analyzing these improvements it seems to me that the construction, maintenance and mechanical departments have accomplished more in the direction of uniform and permanent improvements than some of the other departments. I consider this largely due to the advice and thought that has been presented by the engineers and technical men. They have an association where they exchange their thoughts and their experiences, and the manufacturers of railroad equipment and material have largely followed their advice in the manufacturing of their goods, and today there are more safety appliances, more steel and iron bridges, stone and cement culverts, better track, with less curvature, and less grades or lines of resistance than ever before.

Engines have been built with greater power, and with more economy in the use of fuel and oil. Larger and stronger cars, and more beautiful passenger and sleeping cars are now in service, and all through trains are equipped with all the comforts and conveniences found in a first-class hotel.

The operating departments of the different roads are still not as uniform in their rules as they should be, but several questions of importance—one looking to the establishment of a uniform and universal system of signals and other lines of work—have been taken up by the technical men, and it seems to me that more progress will be brought about by the concentrated thought of these gentlemen than by any other means.

There is still a vast difference in the management of the several departments of the different railroads, which should be brought to a more uniform and universal standard. The traffic departments of all railroads, during the last year and a half, have been in a kaleidoscopic form, and I think that if one central body could advise and govern, many changes would be made that would be beneficial both to the railroads and to the public.

In the case of a road that traverses seven or eight different states, and is subject to the dictation of seven or eight different state railroad commissions, a traffic manager is placed in a position where he has to be

governed largely by gentlemen some of whom have not had much training in, or knowledge of, the business they are endeavoring to direct. The recent decision of the Minnesota rate case by the United States Supreme Court is a help in the right direction.

The original thirteen states, and many of the territories that have since been admitted into statehood, have enacted many state laws which seem to be tintured largely with self-interest, and these laws have jealously guarded against any interference with what many have been pleased to call "state rights," or "state control." Our commercial life and trade relations, however, have become so broad and extensive, and the railroads and steamboat lines have developed interstate trade to such an extent, that we have virtually outlived the doctrine of state rights, or state control as far as interstate railroads and interstate trade are concerned, and it would be far better to do business with one central body, working under federal laws which will be absolutely fair and equitable between the people living in the different states, not giving any one state an opportunity to have radical laws, detrimental to the interests of the people in other states. This radical and hostile legislation is largely the creature of a big stick and ambitious politicians who seem to believe that strife and friction are holier than peace and happiness.

The traffic manager of a railroad must be on the alert to adopt any new system or policy that will improve the soliciting power, and thereby enlarge the revenue of his freight and passenger departments.

The policy inaugurated for the solicitation of passenger business in the early days was, in my opinion, wrong. The paying of commissions of \$1 to \$5 or more for each ticket sold by the local ticket agent took the selling and creating power out of the hands of the traveling passenger agents, and instead of him knowing the "trade" in his territory, he merely knew the principal ticket agents, and as long as he got credit for each ticket sold in his territory there was not much of an incentive on his part to organize and become acquainted with the people.

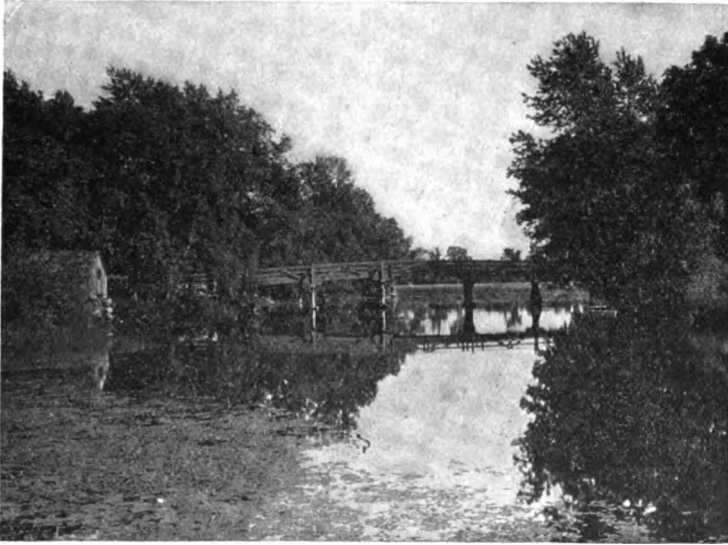
The law that abolished the paying of com-

missions has left each general passenger agent in a position of trying to inaugurate a policy that will make his traveling representatives as creative as the freight solicitors are. The system used by many, of giving credit to the district passenger agent for all tickets sold in his territory, and forming an estimate of his value by the number of tickets sold, in my judgment, is rather a foggy policy. He gets credit for a large number of tickets sold of which he has no knowledge until the report is sent to him by his general passenger agent.

There is a large amount of passenger

and if the district passenger agent will familiarize himself with his line, and what his road can present to attract the people, and get next to the people themselves, by going to these different bodies and describing the points of interest, he can do much to promote the success of these lines of business. Tourist business can be largely made by personal interviews. The traveling passenger agent must learn to solicit and create his business, instead of depending upon the local ticket agents.

The soliciting of freight from connecting or foreign lines is very intelligently and



OLD CONCORD BRIDGE, CONCORD, MASS.

Courtesy Boston & Maine R. R.

business that is created by intelligent and judicious advertising. The purchase of tickets by commercial travelers, people going over the line for purposes of investment or speculation, the interchange of visits between friends and relatives — business of this character is business that creates itself.

The service rendered makes a road either popular or unpopular, and good service makes business. There are other lines of business that can be handled accurately and created intelligently by the district passenger agents. The tourist business and the location of meeting places for societies and associations are important items,

economically done. The general freight agent and his traveling freight agents, as a rule, have a perfect knowledge of the territory they have in charge, and are usually acquainted with every manufacturer, producer and shipper. The traveling freight agent should know what products are used on his own line, locally, and also what through freight can be obtained. This is accomplished by personal acquaintance with his clientage, and cannot be accomplished in any other way.

The traffic manager of the present day has got to be an economist, and have a perfect knowledge of his line and the country-

for twenty-five miles on each side of his track. A railroad derives its revenue entirely from the freight, passenger, mail and express business. It has nothing to sell but the space in its cars—its carrying power. The prosperity of the people makes the prosperity of the railroads that serve them.

The traffic manager of a road has so many cars, and so many cubic feet of space in these cars, to be rented every day. He cannot leave his territory on account of a drouth or flood, for a more prosperous section of the country, but he must stay and serve his constituents as he finds them.

He should take the lead in the introduction of better cereals, better fruit and better stock, and should encourage the development of those varieties that are specially adapted to the soil and climatic conditions of his territory; he should also encourage the establishment of factories and commercial enterprises, so that the work done by his constituents will result in greater prosperity for them, and therefore make more tonnage and revenue for his road.

All movements for general improvements are more successful if there is intelligent leadership, and the traffic manager should be a leader for all improvements. I see that the Pennsylvania line, through Ohio, has been trying recently to inaugurate an interest among the farmers to do better farming, introduce better seed and do more fertilizing, in order to get the land back to the producing power that it had twenty-five years ago; so, you see, a traffic manager has got a new line of work, not only in the newer settled countries, but also in the old.

There is one class of people that should be boosters for railroads. I refer to the gentlemen who have come up from the ranks of the railroad employes and officials, who are known as traffic managers of civic associations and commercial institutions. A great many of these gentlemen have been in the railroad service for many years, and most of them stayed long enough in the business to take a diploma with them. They are posted, and are familiar with what a railroad official can do and what he cannot do. They can be a power for good, and can make friendly sentiment for the railroads if they see fit to do so.

The railroads are actually a part of all

commercial enterprises in the country. Without transportation aid, commercial institutions could not exist, and without commercial support railroads could not exist, and it seems to me that the traffic managers of commercial institutions could better their own condition by making sentiment with the public friendly to the railroads, than by the opposite course.

If they would adopt the policy of speaking well and encourage those who are trying to serve them, it would be conducive to much better feeling all around. And I want to congratulate the members of this association, who are employed as traffic managers, on this fact, that the majority of the members in your ranks are thoroughly appreciated by the railroads, and I know that it is the earnest desire of all level-headed railroad officials to do all that they can to promote your interests, as their success depends largely upon your help.

On the other hand, there have been a few that I have observed myself, personally, who have taken another view of the matter, and when they became connected with a civic or commercial organization, thought that their whole duty lay in finding fault, sometimes magnifying a just cause unduly, or creating an unjust one without reason.

I want to call your attention to an article which appeared in a Milwaukee paper recently, which related the fact that the Milwaukee Merchants and Manufacturers' Association had taken up with the Chicago & Northwestern officials the matter of improving the train service between Duluth and South Dakota points to Milwaukee. The Duluth improvement was a shortening of the running time of the Duluth train, and the improvement from South Dakota points was the establishment of a sleeping car service, so that a merchant from South Dakota could go to bed in a sleeper and wake up in Milwaukee, with the same degree of comfort and convenience that he would in going to Chicago. The article concludes with these words: "The improvement just secured," says O. F. Bird, chairman of the committee on transportation of the Milwaukee Merchants and Manufacturers' Association, "is a signal victory for commercial Milwaukee. It has also demonstrated what can be accomplished if

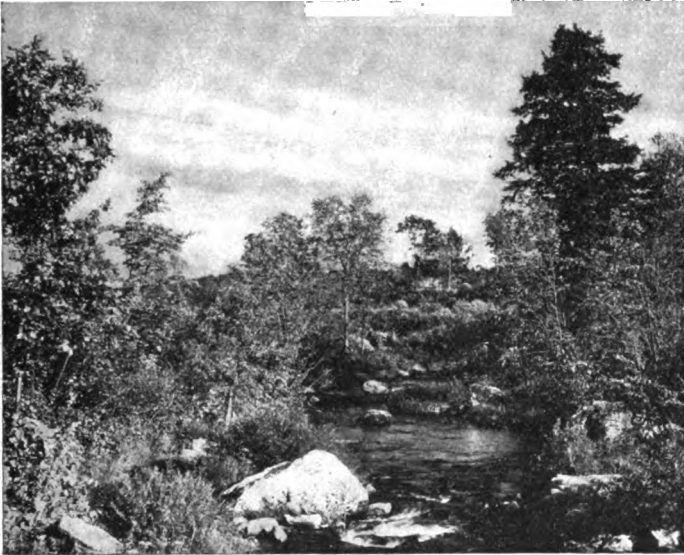
a body of level-headed men deal with railroad officials in a friendly and co-operative spirit."

Gentlemen, this sounds good to me, because it seems to me to be the solution of the whole problem, and an indication of the policy that will bring the railroads and the people together and place them in a position to accomplish more for each other; and I do not see any other avenue for the traffic managers and railroad officials to follow but the one labeled, "Co-operation and Fair Play."

I can possibly speak plainer to you than a traffic man would like to, because while

ceedingly crude. I remember being told in the early days of a train that ran from Adrian to Toledo, and was known as the "Steamboat Express," which connected at Toledo with a boat from Buffalo, and the conductor had imperative orders that if the boat was four days late not to wait any longer, but to return to Adrian. This kind of train service would hardly do for the present day.

After its early management, it passed into the hands of Mr. Payne and other gentlemen who followed him, who were largely engineers and technical men, and the result is that today the Lake Shore & Michigan



NASHUA RIVER AT WESTMINSTER, MASS.

Courtesy Boston & Maine R. R.

I belong to the Railroad Church, I have no regular pulpit. My work is to help all departments of my road, and try to help those who are friendly to us.

I said at the beginning that railroads were like human beings. Some progress, some stand still, and some retrograde. I have lived in the middle west most of my life, and have seen the trunk lines develop, and each line has had a certain individuality, and I have noticed that this individuality made the line what it is.

The Lake Shore & Michigan Southern Railroad, in its early management, was ex-

Southern enjoys the reputation possibly of being one of the best equipped roads in the country, with a perfect track, an abundance of safety appliances that have proved their merit, and that same careful and safe management manifests itself at the present day. This line was located where manufacturing and population were congested, so that it has been successful commercially.

The Pennsylvania is the greatest road in the country for system. It is a system road instead of an individual road. Everything moves by rule. Sometimes a rule may prove to be not quite what they expected, and if

so, they are wise enough to change it, and the result is that today the Pennsylvania and the Lake Shore enjoy the reputation of being wisely managed, and in almost perfect physical condition, and the average time made and service rendered are as nearly right as it is possible for men to make them at the present day.

Looking to the northwest, the pioneer road was the Galena division of the Northwestern line, which was the trail that people took in the early days by the aid of the steamboat to go to St. Paul and the northwest, which at that time, both in population and commercial value, was exceedingly small.

The Northwestern's management has been conservative, yet accommodating and progressive, and you can see Mr. Hughitt's personality through all the different departments, especially in the executive, traffic, operating and maintenance departments. His life's work shows him to be an honest, prudent and wise leader among men, and his personality is so strong that those associated with him have been unconsciously taught, by his advice, actions and methods, that there is only one rule that can be applied to the public, and that is, to be accommodating, honest and fair, and that is certainly the reputation that the Chicago & Northwestern enjoys with the public today.

The Chicago, Milwaukee & St. Paul, which is its close competitor, occupying largely the same territory, enjoys a very favorable reputation with the public. It was fortunate in its conception, by having two leaders who, though entirely different in disposition and manner, were both men of marked ability. I refer to Mr. Mitchell, its first president, who was looked upon by the people as a judicious, honest and conservative man, while Mr. Merrill, the first general manager, was fearless, honest and aggressive, and even enjoyed opposition. Both men were strong in their make-up, and, believing thoroughly in each other, they worked in harmony and obtained results.

The present president, Mr. Earling, began his life's work under the tutorship of these two great men. He has passed through all of the positions, from a telegraph boy to president, and has filled each position

with marked ability, and as the line has grown great in mileage and importance, Mr. Earling and his associates have developed with it, and have made both the road and themselves popular with the people.

After the building of the Union Pacific came the agitation for the building of the Northern Pacific. As early as 1801 President Thomas Jefferson, in bidding goodbye to Captains Lewis and Clark, strongly impressed upon them that he desired them to find and establish the fact that water connection could be made between the Mississippi river and the Pacific ocean, and advised them to follow the rivers, as he believed there was some connection could be made where the waters divided. Water connection, however, was found impossible, and it was left for the railroads to supply this connection.

The projectors of the Northern Pacific followed the rivers and valley, where the explorers, missionaries and Indians had been able to grow something to live upon, which they could not produce on the high table lands. The rivers, in mountainous countries, are the arteries of commercialism, and the lines of least resistance.

The financial strain of building the Northern Pacific, and also providing the government with money to carry on the war, rested on the shoulders of Mr. Jay Cooke. This man was devoted to his work, and he had the pleasure of seeing, in his old age, this great enterprise a commercial success. The road has since been managed by progressive men, and each has served, to the best of his ability, the road's interests during the period of his administration.

The present president, Mr. Howard Elliott, has earned his position by long and faithful work. He began as a rodman, in the engineering department of the old Keokuk road, and passed through all the positions of trust in the traffic and operating departments of the C. B. & Q. Leaving that road as one of the vice presidents, he became president of the Northern Pacific. Mr. Elliott is a just and honest man, and a pleasant executive, and is serving the road well, as its earnings prove.

Mr. J. M. Hannaford, the second vice-president, who is in charge of traffic, rose from a freight clerk to his present position,

and is known to be a pleasant, just and competent official, and enjoys the good will of the public.

During the last fifteen years this road has established a larger rural population in the different states which it traverses than ever before, and the earnings have gone from \$18,000,000 in 1894 to \$70,000,000 or more the present year.

There are two things that will help make any railroad a success, and they are low grades and local settlement.

A few years after the completion of the Northern Pacific the Great Northern was constructed, and of all the transcontinental

settlors did not have an opportunity to realize much from their labors.

He left there a young man and followed the trail to the head of navigation on the Mississippi, namely, St. Paul, where, without capital or fame, and with nobody to rely upon but himself, he began his commercial life.

Mr. Hill was not educated on Wall Street, but he had the power to analyze the value of this great northwestern territory, and after the completion of the St. Paul, Minneapolis & Manitoba Railway he began to push his road through to the Pacific ocean. He had the power of leadership, and the



DEERFIELD VALLEY, FROM WEST DEERFIELD, MASS.  
Courtesy Boston & Maine R. R.

roads that have been built, this is one where the leadership and personality of the builder were unique. This is the only transcontinental road that was conceived, constructed and settled through the energy and ability of one man.

Those who have known Mr. James J. Hill's life somewhat in detail during the last forty years know him to be a leader in the upbuilding of the northwestern states. He was born in Canada, and his early manhood was spent there. He educated and prepared himself through his own efforts. He was brought up under the strictest lines of economy. At that time Canada was not blessed with much prosperity, and its early

ability to surround himself with men of finance, and he pushed his steel rails across the prairies of North Dakota, which was then considered nothing but a grazing country. Reaching farther to the west, he built the road across the states of Montana, Idaho and Washington, where there was no sign of vegetation except the sagebrush and cactus. This country was considered by all, and especially by scientific men and geologists, to be absolutely worthless. He built his road over dangerous mountains and treacherous rivers, and finally arrived at the tidewaters of the Pacific ocean, with Seattle as the terminus.

At that time this city was not considered

of any great importance, and its future, among the masses, did not seem to be particularly bright.

Despite the general opinion that this great northwest was a worthless waste, Mr. Hill conceived, through his analytic mind, that the prairies of North Dakota needed only intelligent farming to make them golden with grain. He also understood that irrigation would make possible the most productive orchards and alfalfa fields, and would crowd and push away forever the sagebrush and cactus. He understood that the mountains were full of minerals, and that the swift mountain rivers could be harnessed for power purposes that would be of great commercial value.

While Mr. Hill was optimistic, others scoffed at him, and after he had succeeded in bringing his road to the coast he proceeded to spend his money liberally in the middle and eastern states educating the people to the value of the great northwest, and he has done everything since to improve the condition of his clientage on both sides of his track, by encouraging better stock, better seed and better methods, so that a

full dividend could be realized by those who had settled tributary to his line.

Among railroad men Mr. Hill is looked upon as a great constructor and builder, and in matters of transportation, not only in this country, but throughout the world, he is simply a court of last resort. His information is broad and accurate, and he has a wonderful faculty of having his knowledge "under his hat," and with him at all times.

His whole life has been spent in development—not speculation. He not only knows the northwestern states, but he is a close student of the conditions and the progress made by other countries, and he has an accurate knowledge of the economic conditions of the world. I am firmly of the opinion that the safest viewpoint for a young man entering the railroad service is to take for his example the career and life work of some of the railroad leaders who have been identified with their properties since their conception, and pick out those that have been just, honest, and progressive, and if they follow their example in their life's work it will be a great help in battling for a position of trust and honor.

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## Washington Timber

There is enough timber standing in the state of Washington to build 5,000,000 six-room houses, sufficient to shelter one-third of the population of the United States, or furnish ties for 1,893,939 miles of railway track, or construct a plank road three inches thick and 500 feet wide twice around the world. Cut into lumber, these trees would load 10,000,000 45-foot cars of 20,000 feet capacity, equal to 85,227 miles of trains, or one train reaching three and a half times around the globe at the equator.

This timber is contained in areas aggregating 35,000 square miles on the eastern and western sides of the Cascade mountains, and expert cruisers say that the density is not equaled anywhere on the American continent.

The hewing of a yellow fir log, sixty inches square and ninety feet in length at

Buckley recently excited considerable comment, but the annals of the lumber industry in Washington contains many more remarkable incidents.

When President Taft was in the Panama Canal zone recently his attention was called to several spud sticks in the big dredges and he asked where it was possible to obtain such timbers. These sticks, each thirty-six by forty inches and more than ninety feet in length, the superintendent told him, were shipped from Bellingham last summer.

The recent challenge of Portland, for the distinction of producing the biggest timbers sawed in the world has been answered from many parts of Washington. Portland mills sawed two sticks thirty-six inches square and sixty feet in length. Bellingham came back with a sawed spud stick for a dredge forty inches square and ninety-

two feet in length, and boasted having furnished timbers 125 feet in length.

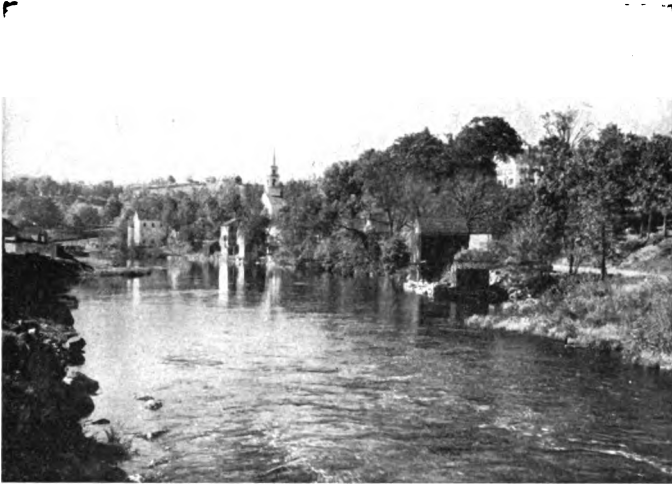
There is a cedar tree in Snohomish county which is declared to be the largest tree on the continent, exceeding in girth by three inches the largest of the trees of the famous redwood forest of California. This tree measures 104 feet 4 inches in circumference and it is more than 150 feet to the first limb, which is five feet in diameter.

On the west slope of the Cascade mountains a giant red fir was recently blown across the tracks of the Northern Pacific railroad. Traffic was blocked by the monster log, which measured eight feet in thickness.

tains 9,900,000 feet of timber. There are 8,500,000 feet of fir, 390,000 feet of spruce and 180,000 of hemlock. The quarter section of which the tract is a part contains 19,000,000 feet of fir, 2,700,000 of spruce and 700,000 of hemlock.

A Pacific county mill cut 500,000 feet from a little less than two acres. The logs averaged from 12,000 to 14,000 feet each.

The prize winner, according to Spokane mill men should be a log sent from Puget Sound to San Francisco. This was so big that no mill could saw it, the trimming having to be done by hand with axes. The log measured thirty-four inches by fifty-four inches and was 104 feet long when



ROYALSTON, MASS.

Courtesy Boston & Maine R. R.

There was no saw within miles that was big enough to cut the timber, and as the railroad company could not wait the five days required to saw a section from the huge log, dynamite was placed in deeply bored holes and the aged tree blown to splinters. It was easier to repair ten rods of roadbed than to saw through eight feet of solid red fir.

In Clallam county, according to official measurements, the timbered area runs 20,000,000 feet to the square mile. The stand on smaller areas is even more dense. One acre recently showed 500,000 feet of standing timber.

A forty acre tract in Clallam county con-

hewn into shape. The largest log ever cut in any mill in Washington was seventy-two inches in diameter at the smaller end.

The remarkable feat of erecting a fourteen room house from the lumber of a single yellow fir was recently accomplished at Elma. There was nearly 38,000 feet of lumber in the logs of the tree. Six logs, twenty-eight feet in length, the largest seven feet in diameter at the smallest end, were made from the fir. The measurement of the stump inside the bark was exactly nine feet. The trunk was straight, and for 100 feet not a limb appeared. The total length of the tree was more than 300 feet. The lumber was worth nearly \$1,000. The

corporation owning the land growing this tree has hundreds of such firs, many of them too big to be handled by the equipment now possessed by Washington saw mills.

Not far from Snoqualmie Falls a giant tree was blown across a precipitous canyon a year ago. The trunk forms a footbridge ten feet wide. The log has been levelled and teams are often driven across it by venturesome drivers.

A mammoth cedar tree was blown down near South Bend a few weeks ago. It measured sixty-six feet eight inches around three feet above the bulge of the root. The cedar was eleven feet in

diameter seventy-five feet above the earth.

There is a cedar tree eighteen feet in diameter at South Bend. At Montesano is another cedar nineteen feet five inches in diameter. On the John's river there are groves of cedars that vary from ten feet to twenty-four feet through and only a few are hollow.

There are also large trees in Yakima, Okanogan, Ferry, Asotin, Spokane, Stevens, Whitman and other eastern counties. The largest stand of white pine left intact on this continent is partly in Whitman county and extends into northern Idaho. The largest fir trees on the east side are in the Sullivan lake district in Stevens county.

## Social Turmoils—Their Cause

BY JOSE GROS.

Professor Eucken, of the University of Iena, Germany, has recently given the world a new book on Philosophy. There he condenses the present social conditions of modern nations as follows: "We see that while so much is done and needs to be done at the circumference of human life, the center of it is—complete emptiness. All our doings to remedy our evils is but—routine work. Men struggle and boost and strive to outdo each other. Unlimited ambition and vanity are the features of the age. Fever heat presides over all our activities. There is nothing spiritually elevating proposed in high circles of thought. A single huge show is found everywhere, and culture is reduced to a burlesque. In the essentials all life remains a mass of negations backed by despair. Our mad huntings after wealth on one hand, poverty in various forms everywhere—that is human life."

That German professor has described, not only the spirit of modern nations, but the general tendencies of all nations. Each generation is bound to intensify wrong at the foundation of human life as long as we limit ourselves to improve that life in connection with this or that set of incidents, and thus decline to take cognizance of—"elementary principles in the combined

life of all of us." It takes considerable moral courage to do that. We are all so afraid of public opinion, so timid about asserting any of the great verities we need, to live the kind of life preached by Christ and the Old Prophets! We are willing enough to mention this or that verity, or grand, universal duty we owe to all of us, but who is willing to stand by the precise, living processes with which to properly carry out, establish the fundamentals of a healthy human development, in the shape of a natural environment for every one of us in each national group?

If there is any all embracing, incontrovertible fact in the march of civilization, we suggest that it can be expressed as follows: "All social evolution has been determined by the law-making power forever localized with the influential classes in each nation. They have seldom represented over fifteen per cent of the people, even under democracies, because of the intense complexities of the egotistic, selfish legislation of all ages. We have never allowed the multitudes of plain people to live in such a way as to catch the intense follies and barbarisms of human laws, as long as they flatly and complacently repudiate the extreme simplicity of all natural and divine enactments."

Suppose the influential section of humanity we have mentioned, with more wealth and intelligence than the rest of each generation, and living under healthier surroundings than the bulk of the population; suppose they had improved at the rate of one per cent per annum for the last 2,000 years, and the ratio is small enough, well, even then we influential people today would be 2,000 times better fellows than the influential section 2,000 years ago. All the same we remain today in the exact and sad predicament of the choice people 2,000 years ago. Why so? Because we still refuse to agree on how to at least

Suppose that some have a little more wealth, a few more material comforts, a few more superficial joys. Is that the only object of life on earth? And we can not even prove that, in its grand totality, human life is today any more satisfactory to the All Father than that of the men centuries ago. God alone can know that. We have no data for any such knowledge.

All in the order of creation, from the most insignificant item to the most important ramifications, all rests on a simple, fixed, orderly, scientific system or method of evolution and growth. Shall that stop when man is reached and tries to live the



STREET SCENE, WILLIAMSTOWN, MASS.

Courtesy Boston & Maine R. R.

take the first step to commence to get out of the selfish, egotistic, and so the destructive kingdom of men. Hence we even decline to at least commence the simple kingdom of God, of plain, fair dealing with one another, as emphatically marked out by the golden rule principle, by the Thou shalt not kill, Thou shalt not steal, Thou shalt not covet. Is it so difficult to legislate that? Can we conceive anything worse than not to legislate along those simple lines of thought? The old civilization of 5,000 or more years ago could not do anything more fatal to their combined happiness than what we are yet doing in our days, all over the earth.

social life for which he was created? We, the finest fellows in each generation, have always seen fit to discard that simple, fixed, eternal method of all development. We have always assumed the right to rule and improve the multitudes without first trying to improve ourselves, in the moral and spiritual order of human conduct. We have never even tried to make a correct diagnosis of our sickly condition as superior people, nor about the bulk of the race whom we have considered more sickly than ourselves, without first proving that to be correct.

Centuries ago Isaiah gave us a simple diagnosis of humanity's sickly conditions.

Later on Christ gave us a broader one. The two carry the simple method by which we all can rapidly drop all forms of sickness and become healthy, sound in soul, body and mind. We still keep assuming that all such divine teachings are too obscure, dark, unintelligible. We therefore keep mixing good and evil in all our dreadfully complex legislation, hoping that, sooner or later, we shall find some such mixture good enough for us not to be very sickly, so that not to need the bother or annoyance of—a healthy life. We are willing enough to sin, suffer and repent, to repent, suffer and sin. We do love the repentance which leans on disobedience. We do dislike the repentance which, through plain, simple obedience would soon bring—universal health and joy universal.

Surface reform movements come and go.

They commenced with the first group of savages or civilized men. Sorrows and sins, disagreements and discords remain. When shall we get tired of that process in social evolution? We attribute all our absurdities to laws of progress, to laws of life, when they are simply the inevitable result of our discarding all laws of healthy life and healthy progress. Natural and divine law works for beauty and completion in all conceivable directions. The best human laws, despite their incidental goodness, have thus far managed to work, in their ensemble, for incompleteness everywhere, in final ultimatums. Hence the spiritual emptiness at the center of human life. Hence the confusions and need of doing so much at the circumference. All that proves that we still refuse the divine plan of human life.

## Duty Versus Rights

BY THE REV. CHARLES STELZLE

Since the birth of the American Republic, we have accepted as supreme the doctrine of "the right of liberty and the pursuit of happiness." In our systems of jurisprudence, and in our treatises upon statecraft and sociology, the emphasis has been upon the "rights" of mankind. We have been hearing about the rights of the child, the rights of women, the rights of capital, the rights of labor, civil rights and political rights, until the doctrine of human rights has become a thing working endless confusion and hatred.

In sharp contrast with this method of securing better conditions for mankind and a more harmonious spirit among men, is the doctrine taught by God. In the sacred word there is practically no reference to the rights of man—the emphasis is upon the duty of man.

When the strong oppress the weak, we immediately cry out that there has been a transgression of rights. The New Testament declares that the law of love and brotherhood has been violated.

If the rich operator oppresses the wage-earner, reducing him to a starvation plane;

if he so manipulates the market and closes factories so as to prevent the laboring men from enjoying food and comfort, the remedy that the Bible proposes is not in emphasizing the rights of the poor, but in thrusting in upon the employer the thought that in the treatment of his men he is to follow the law of love and of brotherhood.

Human rights will never suffer if human duties be performed. The time has come when duty must be emphasized. The duty of the mistress to the maid, of the maid to the mistress. The duty of the employer to the employe, of the employe to the employer.

Duty, then, and not rights, is the supreme need of the hour. For the doing of one's duty will carry one farther along than the mere granting of another's rights. Gradually, men are coming to learn this important truth. The growing spirit of altruism indicates it. The workingman demands justice, and he is right. But God demands more than justice. His Imperative is Love. For love is the fulfilling of the law.

# The Mystery of Dead Man's Cut

BY GERNIE R. HELSEL.

It was on the first of April, 1909, known better as "All Fools Day," that train No. 80, a fast freight on the Pennsylvania division of the New York Central and Hudson River R. R., was running through a deep cut 500 yards long between Jersey Shore, Pa., and Jersey Shore Junction, known as "Dead Man's Cut," when the engineer who had just whistled for the board at the junction was horror struck to see a man hit by his engine, knocking him off the track onto a bank beneath the overhead wagon bridge. He immediately whistled

his train to the water plug where the big "grasshopper" enjoyed a copious draught of "Adam's Ale."

When the engineer pulled out of Jersey Shore Junction, he did so with the intention of making up some lost time, but he had not proceeded a train length before his flagman, who was on the rear, much to his disgust brought him to a stop by his vigorous swinging of a lantern. The flagman knew nothing about the experience the head men had had and when the rear end of the train passed the over-head bridge he



NASHUA RIVER, SOUTH CLINTON, MASS.

Courtesy Boston & Maine R. R.

for brakes and placed the air in the emergency, bringing his train to a sudden stop. The conductor and head brakeman, who were riding on the engine, made haste to the spot where the accident occurred and were greatly surprised to discover that their thorough search revealed nothing. After a serious delay to the fast freight the engineer became impatient and shouted to the other members of the crew, "Never mind the dead man; cut off and we will take water." Realizing that a further search would prove futile, the conductor signaled to proceed and the engineman took

was dumbfounded to witness a man raise to his knees and fall back again on the south-bound track. After having brought the train to a stop again, he hastened to the telegraph office at the junction and informed the operator of what he had seen, signaled his train ahead and left for the north. Thoroughly aroused to the danger that threatened the man of being struck by the south-bound passenger, which was due in five minutes, the operator held the boards against the passenger train and in the meantime telephoned to every doctor in the vicinity without avail, all of them being

away from their offices. At this time the passenger train came to a stop and after a hurried consultation the fireman of No. 13 and the operator went ahead of the train to the scene of the accident, the train following slowly behind them. A search of both tracks, embankment, etc., threw no more light upon the mystery; man, clothing, or any visible sign of an accident not being apparent.

A detective was summoned and placed upon the case. After a thorough investigation, which revealed no tangible evidence of any kind, the matter was passed upon as a mystery. A few nights after the above episode, the assistant superintendent was walking along Allegheny street when he tripped over a wire. Seeing some one

standing behind the nearest tree, the genial superintendent made a plunge and landed his man, with the exclamation: "Now I have you!" The individual behind the tree made no resistance and submitted to the severe reproach without uttering a word. Being unable to make the miscreant give an explanation as to his movements, he lighted a match and imagine his chagrin when he discovered the culprit which he held fast was nothing more or less than a dummy. After the dummy had been dissected and the railroad officials added two and three together they came to the conclusion that a huge April fool joke had been perpetrated upon the railroaders by a few of the town's young mischief makers.

## Historic Landmarks

Two of the Most Interesting Spots in America—Williamsburg where the Revolutionary War began, and Yorktown, where it ended. Part which the same points played in the Civil War, 1861 to 1865.

BY CAPT. GEO. W. BARBER, SR.

The landmarks of the late war between the states are almost obliterated. Only slight traces of earthworks are to be found at Yorktown and Williamsburg, two of the most historic spots in America. The revolution began at the latter and ended at Yorktown with the surrender of Cornwallis. Near the statue commemorating that event are the traces of confederate fortifications, and on this field the confederate soldiers daily drilled until the town was captured by the union forces in May, 1862. Near this statue is a dim line where ran the fortifications which encompassed his downfall. On this same spot a century previous, was an Indian village, and here were fought several battles between the colonists and Indians.

For nearly a century the peninsula Indians under Chief Powhatan and the "Queen of the Pamounkey," made war upon the settlers, and not until after a most bloody massacre did the settlers formally organize and make anything like a united warfare. Raids were made every three months, until the Indians were nearly all killed, the few remaining becoming slaves

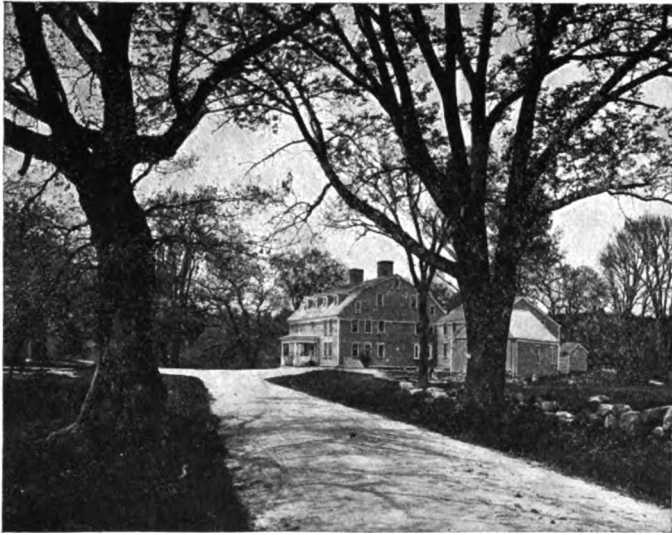
to the planters. There is yet, however, on a narrow strip of land near the historic white house where Washington was married, and where McClellan burned millions of dollars worth of property in his fright—a remnant of the "Pamounkey" tribe—the only Indians of the peninsula. They cultivate "Indian Corn," the same variety which the colonists found on their arrival and which grew so luxuriantly in little patches along the banks of the rivers and streams of Virginia.

At historic and quaint old Williamsburg, where the revolutionary war began, and where the first blood of that war was shed, and where "Bacon's rebellion" was hatched a century before, are traces of "Fort Magruder" and other defenses of the village.

The "battle of Williamsburg" was fought on May 6, 1862. There was a hot skirmish on the previous afternoon, Sunday. On the 5th of May, 1776, the convention at Williamsburg declared in favor of separation from Great Britain, and instructed her delegates to the general congress to so declare in the following month. Jefferson and George Mason drafted a bill of rights and a constitution for the state, which be-

came substantially our Declaration of Independence and Constitution. In a few days some young men were killed by "trap-guns" while attempting to move powder from the magazine, which was near the present William and Mary College. Instead of placing sentinels to guard the magazine the governor had "trap-guns" arranged. This was the first blood of the revolution, and it hastened the events that were to follow. The governor took to the woods of Gloucester across the York river. Men were enrolled under command of Col. Patrick Henry, of Hanover county. He was evidently not born to command, for

traces of fortifications thrown up during the civil war, just above the old church walls and the graveyard—all that remains of historic Jamestown. Nathaniel Bacon was a rich man's son who, having squandered his estate, and too proud to live in poverty and work, and too good to become a highway robber, struck a general average and got up a revolution. He wanted a roving commission and a command to fight the Indians. This being denied him, he sought to overturn the government and the governor. He marched to Jamestown with his few hundred followers, and after several days' fighting, was vanquished. He



WAYSIDE INN, SUDBURY, MASS.

Courtesy Boston & Maine R. R.

an inferior officer on detached duty refusing to obey his orders so angered him that he resigned. He was then made governor, and became famous through that expression which makes all school boys swell out when speaking: "Give me liberty, or give me death!" with a tip to George III. This was the extent of Henry's military record—he sought death no further.

"Bacon's rebellion," which originated at this historic village a century before the great revolution, lasted about six months and wound up at Jamestown, the spot where the colonists landed—the first settlement in America. There are to be seen

escaped to a point on the bay opposite Norfolk, where, it is believed, he was poisoned. Some of his followers were hanged in chains at the crossroads, which was the barbarous custom in those days. This, together with Bacon's resistance to oppression, planted the seeds which ripened into revolution.

Jamestown was the theater of war, until the governor of the colony, without any authority, removed headquarters to Williamsburg, then known as the "Middle Plantation." The other two were Yorktown and Jamestown. Old Powhatan, father of Pocahontas, known to song and

story, had his headquarters at what is now known as White Oak Swamp, where was fought one of the bloodiest battles of the civil war. Here his tribe were securely entrenched on a little neck of land, approached only through a morass. He also commanded the Chickahominy tribe, which gave the name to that river which marked the line of defense of the confederate army, and on whose banks another battle was fought. Powhatan's tribe met the colonists with arrows on their arrival and frequently attacked them afterwards.

Capt. Smith, who was governor of the colony, in order to keep down dissention among the colonists, many of whom wanted to go home, devised a raid by way of a diversion. With about a dozen men he went up the Chickahominy. A few were killed and Capt. Smith and a few others were captured. According to the legend handed down, Pocahontas came to the rescue by putting her head on the block. Smith's life was saved, but they did not "live happily ever afterwards."

It is noticeable that all those places made historic by battles between the confederate and union armies were also the battlefields of the colonists and Indians. Williamsburg, Jamestown, Yorktown, Cold Harbor, White Oak Swamp, West Point, Warwick, and at a spot now known as Big Bethel, where occurred the first battle on Virginia soil during the war on June 8, 1861. These points all had Indian names, which, during colonial times, were changed, and some of them again during the civil war. Thus it will be seen that these historic spots of the peninsula are specially interesting—the fields of three wars. No other state in the union is so battle-scarred or has so many historic fields of interest.

The peninsula is the most historic of all. Here, on a strip of land between the York and James rivers, about sixty miles in length, from the Chickahominy river to Chesapeake bay, were fought some of the bloodiest battles of the most bloody war,

two grand armies, each at times numbering 100,000 men, maneuvered, and the rivers were lined with water and land batteries and filled with transports and men-of-war. The confederates at first occupied Yorktown and Williamsburg, with a line of batteries stretching across the peninsula some ten or twelve miles, also historic Norfolk which, at the beginning of the war, had been evacuated without any reason of apparent danger. From Yorktown and Williamsburg the confederates sallied forth at intervals, coming to within a few miles of Fortress Monroe, and within gun shot. Then the federals would take the offensive. This maneuvering continued for nearly a year, with occasional small battles to dispel the monotony, until McClellan's grand march toward Richmond, 100,000 strong. Then, without any defense, Norfolk was abandoned and partly burned by the confederates, with as little reason as the previous action of the federals. After the battles of Williamsburg and Yorktown, where the revolution began and ended, the confederates retired to the line of defense of old Powhatan—the Chickahominy. And McClellan made West Point his base, the headquarters of the men of the Pamounkey tribe and their last retreat. The citizens who were "between two fires," fared badly all the time. Whether the federals advanced or the confederates retreated, and the reverse, requisitions were made upon them for provisions, especially poultry and hogs. As many as could loaded their possessions, including slaves, and left for less distracted and torn up country.

Visiting those battlefields, one-third of a century or more afterwards, the terrible struggle and ghastly scenes of those days arise before me as a horrible dream. I recall the hundreds of dead and dying comrades that I saw upon the field—men who fought for glory's and country's sake, men who fought as bravely for a principle they considered right as men never fought before. Thank God a united country compensates for all.





**MR. LUCIUS TUTTLE, PRESIDENT BOSTON & MAINE SYSTEM.**

Mr. Lucius Tuttle was born in Hartford, Conn., in 1846, and received his education in the Hartford public and high schools. He entered railway service in 1865, holding various positions and receiving promotion steadily until 1889, when he became commissioner of the Trunk Line Association. He was appointed general manager of the New York, New Haven & Hartford in 1890, remaining in that position until his election as vice-president of the same road in 1892. He severed his connection with the New Haven System in 1893 to accept the presidency of the Boston & Maine System, a position he still holds and which the many employees under his jurisdiction hope he will continue to hold for many years to come.

# Decision Under The Hours of Service Act

UNITED STATES VS. ATCHISON, TOPEKA & SANTA FE RAILWAY CO.

In the District Court of the United States for the Northern District of Illinois.

DECIDED APRIL 21, 1909.

1. At defendant's railroad yard called Corwith is a telegraph office where two operators are employed; the day man works from 6:30 o'clock a. m. until 6:30 o'clock p. m., with three hours off duty from 12 o'clock noon until 3 o'clock p. m.; the night man works from 6:30 o'clock p. m., until 6:30 o'clock a. m., with three hours off duty from 12 o'clock midnight until 3 o'clock a. m. It appears that the bulk of the work done by these two men pertains to general railroad business other than the movement of trains, but during each day and night one or two interstate freight trains pull out of Corwith. This train movement is in compliance with clearance orders telegraphed, in each instance, by defendant's division dispatcher to Corwith and by the operators there taken from the wire and delivered to the train crews; *Held*, That this office is clearly one "continuously operated night and day" within the meaning of the hours of service act; that a twenty-four hour period is twenty-four consecutive hours, and a nine-hour period is nine consecutive hours; and that the nine-hour period during which the law authorized the day man to be at work expired at 3:30 p. m., and inasmuch as he was required or permitted to be "on duty" three hours thereafter, the law has been violated; and so with respect to the night man.
2. The mere fact that employes are concerned but a trifle with the movement of trains, or are concerned with the movement of but a few trains, does not except them from the operation of the statute, as it expressly holds the term "employes" to mean persons actually engaged in or connected with the movement of *any* train.
3. The word "period" as used in section 2 of the hours of service act is the antithesis of "aggregate." It implies continuity, unbrokenness, uninterruptedness, as distinguished from "aggregate," which signifies the sum or total or gross amount of separate and distinct particles.
4. Defendant's motion for an order requiring the United States to elect one count and proceed thereon is without merit. The language of the statute is plain and provides that the carrier shall be liable "for each and every violation." This means each and every twenty-four-hour period in which the prohibition of the law is ignored.
5. It can hardly be that Congress had it in mind, by the use of the word "continuously," to place it in the power of a railway company to except a night and day office from the operation of the law by the simple process of closing the office and sending the operator away for a few minutes, or, as in this case, for three hours.

## OPINION OF THE COURT DENYING DEFENDANT'S MOTION FOR AN ORDER DIRECTING THE JURY TO RETURN A VERDICT OF NOT GUILTY.

LANDIS, *District Judge*:

In this proceeding the defendant is charged with a violation of the statute which was enacted to limit the hours of labor of railway employes having to do with the movement of trains. The evidence having all been heard, the defendant moves for an order directing a verdict of not guilty. The controversy relates to that provision of the law respecting telegraph operators employed at offices operated continuously day and night. The statute is as follows:

(Section 1 enacts that the provisions of the law shall apply to railway common carriers, interstate, and provides that "the term 'employes' \* \* \* shall be held to mean persons actually engaged in or connected with the movement of any train.")

SEC. 2. That it shall be unlawful for any common carrier, its officers or agents, subject to this act, to require or permit any employe subject to this act to be or remain on duty for a longer period than sixteen consecutive hours, and whenever any such employe of such common carrier shall have been continuously on duty for sixteen hours he shall be relieved and not required or permitted again to go on duty until he has had at

least ten consecutive hours off duty; and no such employe who has been on duty sixteen hours in the aggregate in any twenty-four-hour period shall be required or permitted to continue or again go on duty without having at least eight consecutive hours off duty: *Provided*, That no operator, train dispatcher, or other employe who by the use of the telegraph or telephone dispatches, reports, transmits, receives, or delivers orders pertaining to or affecting train movements shall be required or permitted to be or remain on duty for a longer period than nine hours in any twenty-four-period in all towers, offices, places, and stations continuously operated night and day, nor for a longer period than thirteen hours in all towers, offices, places, and stations operated only during the daytime, except in case of emergency, when the employes named in this proviso may be permitted to be and remain on duty for four additional hours in a twenty-four-hour period on not exceeding three days in any week: *Provided further*, The Interstate Commerce Commission may after full hearing in a particular case and for good cause shown extend the period within which a common carrier shall comply with the provisions of this proviso as to such case.

The remaining sections provide for the enforcement of the law, the imposition of penalties, and specify exceptions to its operation (which are not material here).

For the United States the claim is that this law forbids the operator's employment for more than nine hours in any twenty-four-hour period, and requires the employment to be continuous.

For the defendant it is contended that the law authorizes the employment of operators nine hours in the *aggregate* in any twenty-four-hour period; that the office here is not one "operated continuously night and day;" and further, that the employes involved "are not persons actually engaged in or connected with the movement of any train" within the meaning of the law. The facts are as follows: The defendant is a railway common carrier from Chicago to points in States west of the Mississippi River and has a railroad yard called Corwith, located some distance from the main line in the western part of Chicago; at this yard is a telegraph office where two operators are employed. The day man works from 6:30 o'clock in the morning until 6:30 o'clock in the evening, with three hours off duty from 12 o'clock noon until 3 o'clock in the afternoon. The night man works from 6:30 o'clock at night until 6:30 o'clock the next morning, with three hours off duty from 12 o'clock midnight until 3 o'clock a. m. The bulk of the work done by these two men pertains to general railroad business other than the movement of trains. However, during each day and night, one or two freight trains, destined interstate, pull out of Corwith and move west over the rails of the main line. This train movement is in compliance with clearance orders telegraphed in each instance by defendant's division dispatcher to Corwith and by the operators there taken from the wire and delivered to the train crews.

The court is of the opinion that this office is clearly one "continuously operated night and day" within the meaning of the statute. The manifest purpose was to apply the provisions of the law to all employes having to do with train movement, and knowing that some railway telegraph offices were open only during the daytime, while others were open night and day, Congress inserted as a regulation for the latter class the provision respecting those "continuously operated night and day." It can hardly be that Congress had it in mind by the use of the word "continuously" to place it in the power of a railway company to except a night and day office from the operation of the law by the simple process of closing the office and sending the operator away for a few minutes, or, as in this case, for three hours. Nor does the mere fact that employes are concerned but a trifle with the movement of trains, or are concerned with the movement of but a few trains, except them from the operation of the statute. The language of the law is: "The term 'employes' \* \* \* shall be held to mean persons actually engaged in or connected with the movement of *any* train."

The remaining question is not so free from difficulty. While the purpose of Congress "to promote the safety of employes and travelers upon railroads by limiting the hours of service of employes thereon" clearly appears from the title of the act, it must be admitted the provision relating to persons engaged in the telegraph service might have been more happily phrased to accomplish that purpose. However, as will be observed

from an examination of the whole of sections 1 and 2, it was the object of Congress to place a limit on the time of service of all railway employes having to do with the movement of trains interstate. It also clearly appears from section 2 that it was definitely and distinctly in the legislative mind that there were two classes of such employes, namely, those whose work was *continuous* and those whose work was *intermittent*. Accordingly, for the former class, it was provided that the limit should be "sixteen consecutive hours," to be succeeded by ten consecutive hours off duty, and for the latter class the limit is placed on the *aggregate* of service, the language being: "No such employe who has been on duty sixteen hours in the aggregate in any twenty-four-hour period shall be required or permitted to continue or again go on duty without having had at least eight consecutive hours off duty." Then follows the special proviso for persons engaged in the telegraph service: "That no operator, train dispatcher, or other employe who by the use of the telegraph \* \* \* transmits or delivers orders pertaining to or affecting train movements, shall be required or permitted to be or remain on duty for a longer period than nine hours in any twenty-four-hour period in all \* \* \* stations continuously operated night and day, nor for a longer period than thirteen hours \* \* \* in all stations operated only during the daytime, except in cases of emergency, when the employes named in this proviso may be permitted to be and remain on duty for four additional hours in a twenty-four-hour period on not exceeding three days in any week."

The defendant urges that this language should be read as if it were as follows: "That no operator \* \* \* shall be required or permitted to be or remain on duty for more than nine hours in the aggregate in any twenty-four-hour period."

But the use of the word "period" in the nine-hour provision of the act excludes this construction. "Period" is the antithesis of "aggregate." It implies continuity, unbrokenness, uninterruptedness, as distinguished from "aggregate," which signifies the sum or total or gross amount of separate and distinct particles. Thus reference is made to the "Revolutionary period," the "Reconstruction period," the "twenty-four-hour period" (as used in the act itself), each of which expressions has a definite and well-understood meaning which is diametrically opposed to and which excludes the idea that is the basis of the defendant's claim. Moreover, immediately preceding the provision under consideration is the language used by Congress in dealing with the same subject as related to railway employes in general, which, as before observed, distinctly provides a limitation on the hours of service in the *aggregate* as distinguished from continuous or unbroken service. And in the subsequent provision relating to day offices, where the service is prohibited for a longer period than thirteen hours except in cases of emergency, when four additional hours' service in a twenty-four-hour period is allowed, and in the concluding proviso authorizing the Interstate Commerce Commission, for good cause, to extend the period in which the carrier shall comply with the act, the word is used in a sense contrary to the meaning which the defendant argues should be given to it in the nine-hour clause. Can it be that Congress intended the court to give the word as used here a meaning opposed not only to its true import, but opposed as well to the sense in which the word is used elsewhere in the same section?

Being of the opinion that a twenty-four-hour period is twenty-four consecutive hours, and that a nine-hour period is nine consecutive hours, my conclusion is that the nine-hour period during which the law authorized the day man to be at work expired at 3:30 p. m.; and that inasmuch as he was required or permitted to be "on duty" three hours thereafter, the law has been violated. And so with respect to the night man.

The defendant's motion for an order requiring the United States to elect one count and proceed thereon is without merit. The language of the statute is plain and provides that the carrier shall be liable "for each and every violation." This, I take it, means each and every twenty-four-hour period in which the prohibition of the law is ignored.

Let there be an order overruling both motions of the defendant.

Secretary Moseley, of the Interstate Commerce Commission, writes of the above decision as follows:

"This decision deserves particular attention, as it is the first expression on the subject by a court of competent jurisdiction.

"It is made the duty of the Interstate Commerce Commission to execute and enforce the provisions of this act, and we are authorized to say that the Attorney General will institute suits for the penalties named therein against all who persist in its violation.

"In view of the decision by the court that every instance of excessive service in any twenty-four-hour period constitutes a separate offense, subject to the penalties provided by statute, and as these penalties are equally applicable to the railroad officials who permit violations, obviously the interests of the railroads and of their officials individually require a rigid adherence to the terms of the act."

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## The Night Shift

An Interesting Study of the Auklets and Petrels "At Home" on the Stormy Islands off the Washington Coast.

BY WILLIAM LEON DAWSON, IN "THE PACIFIC MONTHLY" FOR JUNE.

The sun is master of the land, but the moon is mistress of the sea. Now, upon land all proper bird folk, save the police force, Owls, Nighthawks, and the like, tuck head under wing at sundown and commend themselves to sleep. Not so upon the ocean. Those who venture farthest on its bosom are most deeply loyal to the queen of night. It is for this reason, or for some other as whimsical, that the Petrels, the Shearwaters, and some of the Auklets belong to the night shift. They are by no means idle by day, but whatever the activities of the bright hours have been, the birds are stirred to new life when the shades of evening fall.

This is especially true of the nesting season, when these birds resort to land, or to the waif islands which are still called land by courtesy. Under cover of the night these children of the sea hold high carnival about their chosen fastnesses, but as dawn approaches, the terms of some ancient compact hurry them off to sea again, and the sun never knows them save as specks upon the vasty deep.

There is something uncanny about this secret traffic. We are plain people of the day and it gives us an eerie feeling when we learn that these pixies make free with our domain nightly and are off again without "by your leave" or "thank you."

Late in April the Auklets, stirred by a common impulse, muster from the wide seas and move upon Destruction Island by

night. If there has been any scouting, or premature development work, it has been carried on by night only and has escaped observation. In fact, it is a point of honor among the Auklets never to appear in the vicinity of the great colony by day. At the tribal home-coming, the keepers tell us, there is a great hubbub. If the location be a brushy hillside, the birds upon arrival crash into the bushes like meteors and take chances of a braining. Upon the ground, they first argue with old neighbors about boundaries. If growls and barks and parrot-like shrieks mean anything, there are some differences of opinion discovered. Perhaps also the details of matrimony have not all been arranged, and there is much questioning followed by screaming avowal.

Gradually, however, order emerges from chaos and the birds set to work with a will, renovating the old home or driving new tunnels in the loam, sand, clay, or even "hardpan." The burrows are usually five to eight feet in length and about five inches in diameter, terminating in a dome-shaped chamber a foot or more across and seven or eight inches high. Each tunnel has a branch, or blind alley, which, presumably, is occupied by the male during the honeymoon. For lining the nuptial chamber boasts nothing more pretentious than a few dead sallal leaves or a handful of dried grasses.

The amount of labor involved in this home-delving is very considerable. My

guide once took an egg from a tunnel driven ten feet straight into a clay bank; and I followed another through sand to a depth of fifteen feet only to find it empty. This last, I take it, was the work of a jilted suitor, venting his feeling by showing her what a fine house she might have had.

When the female begins to brood her single egg, the male spends his days at sea, returning after nightfall to feed his mate, and, it may be, to exchange places with her. The Indians take advantage of this habit to catch the birds, which they account good eating. Having first selected a populous neighborhood, they thrust grass into a set of contiguous burrows, pressing it in to

arm's length, for the purpose of detaining the returning bird later in the evening. At nine o'clock, or such a matter, they post themselves in the gathering gloom to watch their traps, secreting themselves, if need be, in the bushes. The colony is silent now, but presently there is a whirr of wings, a dark object strikes the bank and disappears. Instantly the watchful native closes the entrance of the burrow and seizes the confused Auklet from behind. It is creepy business; and not less so now that the whole scene is lit up by the accusingly benignant eye of the light-house. However, one may be pardoned a strictly psychological study, even in robbing a hen-roost.

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## Mortality from Consumption in Dusty Trades

"The mortality from consumption in dusty trades" is the subject of an article by Frederick L. Hoffman in Bulletin No. 79 of the Bureau of Labor, Department of Commerce and Labor. The writer discusses the processes and working conditions in occupations where, because of dust, the employment is injurious to health and leads to the development of consumption in particular. Much valuable material from official sources and from insurance mortality experience is also presented, showing the excessive mortality in dusty occupations. Forty-two occupations are considered, divided into four groups according as they are subject to exposure to metallic dust, mineral dust, vegetable fiber dust, or animal and mixed fiber dust.

Of the deaths from all causes among males 15 years of age and over in the registration area of the United States, 14.8 per cent were from consumption. According to industrial-insurance experience the corresponding proportions were 36.9 per cent for occupations exposed to metallic dust, 28.6 per cent for those exposed to mineral dust, 24.8 per cent for those exposed to vegetable fiber dust, and 32.1 per cent for those exposed to animal and mixed fiber dust. The occupation showing the highest consumption mortality was grinders, among

whom 49.2 per cent of all deaths were from that disease.

In each occupation group the highest consumption mortality was among persons from 25 to 34 years of age, the proportion of deaths from consumption for that age group being 57.2 per cent in occupations exposed to metallic dust, 47.6 per cent in those exposed to mineral dust, 53.9 per cent in those exposed to vegetable fiber dust, and 53.3 per cent in those exposed to animal and mixed fiber dust, as compared with 31.3 per cent for males in the registration area.

In conjunction with the industrial-insurance mortality experience, occupational mortality statistics are presented from the reports of the United States Census, British official reports, and the occupation mortality statistics of Rhode Island, which furnish additional evidence of the health-injurious effects of exposure in the occupations considered. These injurious effects are reflected in the comparatively small portion of persons of advanced years, a higher general death rate, and very high specific death rates from consumption and other respiratory diseases.

It is the opinion of the author that by intelligent methods of ventilation and dust removal the consumption death rate among

wage-earners can be reduced from 2.2 per 1,000, the rate based on the number of deaths among gainfully employed persons 10 years of age and over in the registration states in 1900, to 1.5 per 1,000, the average rate for 200 small cities, as shown in the mortality statistics of the United States Census for 1901 to 1905. Such a reduction, the author estimates, would result in an annual saving of 22,238 human lives and would add 15.4 years of life for every death from consumption avoided by rational conditions of industrial life. Such a gain would represent a total of 342,465 years of additional lifetime, and by just so much the industrial efficiency of the American nation

would be increased. Placing the economic value of a year's lifetime at only \$200, the total average economic gain to the nation would be \$3,080 for every avoidable death of a wage-earner from consumption, representing the enormous total of \$68,493,000 as the aggregate annual financial value in the probable saving in years of adult human life. With such results clearly within the range of practical attainment, nothing within reason should be left undone as a national, state, and individual or social duty to prevent that needless, but now enormous, loss of human life from consumption due to the unfavorable conditions in American industry.

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## Charity Relief and Wage Earnings

A study of the charity relief given through the Associated Charities in the city of Washington, D. C., in 1905 is presented by Dr. S. E. Forman in Bulletin No. 79 of the Bureau of Labor, Department of Commerce and Labor, under the title, "Charity relief and wage earnings." In the examination of the cases of several thousand persons who sought relief the writer tries to ascertain to what extent their distress was due to low wages and to what extent to irregular employment or other causes.

The charity records of 1,183 families were studied, of which 452 were white and 731 colored families, while only 40 were of wholly foreign extraction. The total number of persons in these families was 4,365, of whom 1,860 were white and 2,505 colored. These people are described as for the most part the floating, unattached poor. They rarely belong to a union or lodge; few have friends or relations, or even church connections, to turn to for help.

The average size of the families was 3.7 persons, as against an average of 4.9 persons for all families in Washington, the small average size of the charity families being due to the fact that nearly 40 per cent were families of only one or two persons. The number of children under 10 years of age was 30.9 per cent of the charity population, as compared with 16.8 per cent

for the total population of Washington, and the excess in the proportion of female children was also large.

The number of families in which either the husband or the wife was dead is strikingly large, 337, or nearly 30 per cent of all, belonging to this class. In 144 families either the husband or the wife had deserted, this number representing 19.6 per cent of the 736 families in which both husband and wife were living. The total number of families without a male head as support was 444, or 37.5 per cent of the total.

Seventy-seven and two-tenths per cent of all the persons over 16 years of age and 12 per cent of the children under 16 were employed in gainful occupations, but at the time of the application for relief the wages of the chief wage-earner had entirely ceased in more than two-thirds of the families. If to these are added the 80 families in which there were no chief wage-earners, it is seen that altogether three-fourths of the families were without a regular breadwinner at the time of the application for relief.

In over two-fifths of the families in which the normal wages were definitely known the rate for the male worker ranged from \$1 to \$2 per day, the wage generally not exceeding \$1.50 per day. In 43 cases pensions were received, but with this ex-

ception the element of income other than wages was insignificant. When the regular earnings were cut off practically everything was gone.

In 60 per cent of the cases relief consisted of food. In nearly half of the cases fuel was one of the articles given. The payment of rent did not figure largely, because charity organizations seldom grant relief for arrears in rent, and because the applicants usually attempt to get the rent paid before appealing for food and fuel.

Delinquencies were reported in 394 families, or one-third of the total number. These delinquencies were chiefly intemperance, desertion, licentiousness, neglect by natural supporters, lawlessness, thieving, and mendicancy. In nearly one-third of these cases (that is to say, in nearly one-ninth of all the families) intemperance was the evil.

Among the immediate causes of distress sickness figured in nearly one-half of the families, rheumatism and tuberculosis being the principal diseases. Next to sickness was lack of employment, and third in the list was insufficient wages. Sickness, lack of employment, insufficient wages, accident, and old age constituted 94 per cent of all direct causes.

In addition to the immediate causes of distress, contributing and underlying or persistent causes are also considered. Here the moral element figures more prominently than in the immediate causes. As direct impelling causes shiftlessness, desertion, intemperance, and licentiousness had to answer for hardly 5 per cent of all the cases; as contributory causes they appeared in about 25 per cent, and as underlying causes in one-third of all the cases.

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## Schools are Introducing Forestry

Forestry is attracting wide attention among the schools of the United States. Not only have many colleges and universities introduced courses and even professional schools of forestry, but elementary phases of the subject have been introduced into hundreds of the graded and high schools, and teachers give enthusiastic reports of the success which is attending the new study. Public school teachers say that they have found in it a subject interesting to children, and one which furnishes much attractive, tangible material to work upon, developing the child's observation, and being at once acceptable to the young mind, and most practical.

The public schools of Washington, D. C., and of parts of Iowa are in the vanguard of this movement. Every graded school in Washington and a large number of the rural schools of Pottawattamie County, Iowa, are now teaching the elements of forestry. In Iowa, the subject is being taught as a commercial course in connection with home geography and agriculture, while in the Washington schools it is used in the nature study courses. The four upper grades of the Washington schools are study-

ing the forest and this year all are following practically the same outline; next year this outline will be confined to the fifth grade, while the other grades will follow an outline one step advanced, and so on until by the fourth year a four-year course will have been introduced. As a preparation for this work, forestry has been taught in the Normal school of the District of Columbia for several years past, and when the young student teachers take up the actual work of teaching they are already familiar with the details of elementary forest study. Prominent among the other normal schools of the country to take up work of this kind are those of Cleveland, Ohio, Rochester, N. Y., and Joliet, Ill.

There is a section in the forest service of the United States Department of Agriculture which works in cooperation with schools in teaching forestry and its related subjects. This cooperation is not limited to technical schools of forestry; it is equally open to primary and kindergarten grades; it is as willing to help teach tree study in a first year nature-study class as to assist in the establishment of a professional forest school.

This section of education, as it is called, is now working out model courses of study for graded and high schools, in cooperation with the public schools of Washington, D. C., and Philadelphia, Pa. The work in Philadelphia is being conducted by W. N. Clifford, head of the Commerce Department of the Southern High School, where he is building up a modern equipment and evolving a practical system for the teaching of forestry in high schools.

In Washington, the Section of Education is directing a similar work for graded schools in four of the public schools of that city. Besides special lessons in the class room, the pupils collect and mount specimens of leaves, twigs, bark, and seeds, and, in connection with wood working, wood specimens of different commercial trees are prepared and placed in cabinets. Opposite each wood section is placed the name of the wood, its qualities and uses. Extensive field work is planned for the

spring months, and the different classes will be brought out into the woods, there to study the trees at first hand. As these courses are built up and tested they will be published from time to time for distribution among teachers, and it is expected that the practical line along which the courses are being evolved will win for them a wide application in other schools.

Most of the schools now teaching forestry are using as text books several of the publications issued by the Forest Service, including Farmers' Bulletin 173, "A Primer of Forestry." The Service also issues many circulars dealing with local conditions, which teachers in the localities dealt with might find very useful. By writing to the Forest Service, Washington, D. C., as many copies of these various publications as are needed for class room use, as well as other helpful material and information, may be secured free of charge.

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## Independence Day—The Flag

BY MRS. H. A. BARKHEAD, TOPEKA, KAN.

Of all the stars that spangle the vault of Heaven, the constellations most attract the attention. And when we view with more observant eye the several clusters that light up the firmament, we cannot fail to notice that there is *one* star that stands out above its fellows in magnificence of splendor. Occurrences in natural life are grouped into clusters, like the constellations. There is, too, some *one* event that stands out with greater prominence than the rest. It is thus with American nationality. Indeed the Father of the Revolution called the union of the original thirteen states, a "New Constellation." And in writing of this phase of American history, it seems to me there are three groups of events, naturally arranging themselves around the day we celebrate—The Declaration of Independence, the personality of Washington, and the symbolism of our beloved Flag. Around these three incidents cluster in crystalized beauty. All of these themes are calculated to impart a patriotic

glow in every American soul. I shall only write in my brief space, of two.

Independence Day is the one great distinctive, national holiday. The event commemorated is the most vital in United States history. It celebrates the act that made America a nation. The Declaration of Independence did not come suddenly, like a thunderbolt from a clear sky. The American people were up in arms, war had been declared, no signs of concession from England appeared, a strong sentiment for independence had been maturing, the thought of a free and independent people had taken root, and so the Declaration of Independence came like an avalanche and buried forever the ties of loyalty to a government whose every act was despotic. Thus it was that the ripened conviction of the colonists, that they would be free or die, found voice in the resolution offered by Richard Henry Lee on June 7, 1776.

John Adams, who had long been in favor of independence, at once leaped to



C. W. MERRILL  
Chairman Executive Committee Representing  
Boston Divisions

his feet and seconded the motion. But hurry, haste, and indiscreet action were not the order of the day. This occasion was the most momentous in the annals of the world, and the men who had been raised by Providence for the occasion were equal to the crisis. Cool thought, calm judgment, dignity of purpose prevailed, and a debate of four days followed. Even then all were not in favor of total separation, so strong were the ties of kindred and so great were the destinies in the balance. It was then decided to postpone the final vote till July 1. This declaration was laid before Congress on June 28; then with one or two corrections the document was finally signed on July 4. Thus was completed the foundation act in the history of the United States in America. It is a privilege and a duty of the American people to celebrate the anniversary of an event so vitally important in the annals of their country. It ought to be commemorated as the day of deliverance by solemn acts of devotion to Almighty God. It is greatly to be regretted that Americans have empha-

sized the lighter part of the celebration instead of the solemn function that would recall the momentous act, and weighty words, and grand dignity, of the founders of the nation. Every loyal citizen, and indeed every individual who receives the protection of the flag, should rejoice in the grandeur of his nationality, and with solemn thanksgiving pledge himself anew to the service of his country. In colonial times each colony had its own peculiar ensign, and both army and navy of the United Colonies displayed various flags. Some of these were colonial, and some regimental, and still others were for special occasions. The first American flag having thirteen alternate red and white stripes upon it was presented to the Philadelphia Light Horse by Captain Markoe in 1775. The earliest naval flag showed thirteen alternate red and white stripes, with either a pine tree or a rattlesnake, with the words "Don't tread on me." The first union flag was raised at Cambridge, January 1, 1776. Congress, on June 14, 1777, "resolved that the nation's flag should be thirteen stripes, alternate red and white, and that the union be thirteen stars, white on a blue field, representing a new constellation." Now what is the symbolism of this flag? When it is thoroughly understood it will be more sacred and more beloved by you, my dear friends. Now notice carefully. In the Bible there are certain numbers and emblems to which a sacred character is attached; these are significant in the Christian as they were in the Mosaic and Edenic dispensations. It is most remarkable that the numbers and emblems of the flag and the numbers and emblems of the Bible are the same. Do you not think that the designers of our flag selected these emblems and numbers under a controlling Providence? Let us examine and see. The flag, as a whole, represents—Unity. In itself, this is not extraordinary. But then, unity, or one, is of a sacred nature. Thirteen is popularly considered to be an unlucky number, but the nation and the flag belie this superstition. The original United States were thirteen, and the original national flag had thirteen stripes and thirteen stars. This alone would stamp it as providential. But then the alternate stripes were seven red and six

white, and both these are sacred. Let us deal with the seven red stripes first. Look at your flag and you will see that the long stripes are three in number and the short stripes are four. Why are they divided? Why not five long and two short? The answer is that three is a sacred number and next to one is the most significant, and four is also a sacred number. One represents the unity of the God head, and three the three fold personality of the Deity, Unity and Trinity, or  $1+3=4$ , and four in symbolic numbers represents completion, or perfection. Four is unique in its comprehensiveness. Thus we speak of the four quarters of the globe, the four cardinal points, the four seasons of the year, the four winds of heaven, and in Biblical imagery, the four living creatures, the four judgments of God, etc. But three and four make seven—another sacred number. In the Book of Revelation we read of the seven candlesticks, the seven seals, the seven trumpets, the seven spirits of God, etc. Now, then, the six white stripes are doubly symbolic; first, six is a sacred number, being a double tread, or trinity twice repeated, the emphatic trine; and second, white is a unity composed of seven prismatic rays, which consist of three primary and four secondary, a remarkable correspondence to the three long, and the four short red stripes of the flag. But these, too, six and seven, make another sacred number, thirteen. The sacredness of thirteen is intensified by looking at it in another way. Three and four, when mul-

tiplied together, produce twelve, and twelve is a sacred number, as the "twelve tribes, twelve apostles, and the twelve months of the year." Also twelve and one (or unity) make thirteen—also sacred. Yet there is something still more remarkable, and it is this:  $1+3+4+6+7+12=33$ . The exact number of years that Christ lived while on earth, and the exact average of human life upon earth. Now say you this was all mere chance work? Nor is this all—the colors of our most beloved flag are sacred also. When God would give outward expression to the mystic symbolism of religion, He was careful to express the colors of his choice—blue, and purple, and scarlet, and fine linen—the colors of our American flag, red, white and blue. Red, the sign of redemption, blue, of Heaven, white of purity and of peace. When the civilized world would symbolize mercy, it could only think of a red cross on a white ground—two of the flag's colors—and that sign will touch the hearts of those engaged in deadliest strife, for where it flies there is "Holy Ground." The star, too, is sacred. It is a scriptural sign, a prophetic symbol, an apocalyptic emblem. The star sang creation's hymn, the first Sabbath morn'; it spoke to the Father of the Faithful from the midnight sky, and heralded the prince of peace above the Bethlehem hills.

Can a flag so instinct with Heaven's emblems, and pulsating to every holy sign and sacred symbol, could it have come by chance?

Verily, I answer NO.

## Afterwhile

We are going to "cut the mustard,"

Afterwhile.

Likewise be "all to the custard,"

Afterwhile.

But today we're in poor fettle,

So we'll let our feelings settle;

But we're going to show our metal

Afterwhile.

We will wipe out all injustice

Afterwhile.

We'll do lots of big things—trust us—

Afterwhile.

But today is full of pleasure

And its golden hours we'll treasure;

But we'll start on some great measure

Afterwhile.

It's the greatest country ever—

Afterwhile.

And to reach it's our endeavor,

Afterwhile.

But today we'll spend in dreaming,

Wasting hours of golden gleaming;

And await a glad dawn's beaming

Afterwhile.

—The Commoner.

# Ladies' Corner

## A Daughter's Thoughtfulness

"Has father come yet? I haven't heard the whistles," called Agnes, as she slipped from her pony and ran toward the veranda, where her mother was sitting.

"No dear; it isn't quite time. Have you had a pleasant ride?" Mrs. Gilford looked up from her sewing smilingly.

"Oh, I had a delightful scamper! You can't think how lovely the river road is, mother; but I hurried back to go after father. It won't take but a few minutes to put Jack into the cart," and the young girl flew upstairs, to change her riding habit for a pretty pink gingham.

A few weeks before Agnes' uncle had made her a present of a pony, a cart, and a saddle. How much she enjoyed the rides on Jack's back. And there was always room for two in a little cart.

The whistles were just blowing for six o'clock when Agnes drove up to the large building in process of erection on the other side of town. The carpenters were making ready to climb down from the scaffolding.

"There's your girl with her pony-cart, Gilford," sang out one of the men.

Agnes was watching him, and she was more than repaid for her self-denial by the look upon her father's face as he turned toward her.

"Hello, daddy!" Agnes called joyously as he came toward her.

"I don't know about getting in beside such a pretty pink posy; I might crush some of her petals," said Mr. Gilford jocosely.

"Why, daddy, how you compliment! Hop right in, and Jack will take you home in no time; you'll enjoy the ride."

"Indeed I shall! I was dreading the long walk. I feel pretty tired tonight; but it rests one wonderfully, daughter, to think that you remembered."

And then Agnes' face grew rosier, and her heart gave a quick warm throb. How glad, how very glad she was! She never thought that father would care so much.—*The Sunday School Messenger.*

"Tommy," said the fond mother, "isn't it rather extravagant to eat both butter and jam on your bread at the same time?"

"No, ma'am; it's economy," Tommy answered. "The same piece of bread does for both."

Something more than quiet humor is in this paragraph, printed at the end of Edmontan Opera House regulations by Manager Brandon:

"Any old ladies afraid of taking cold may keep on their hats or bonnets."—*Argonaut.*

## False and True Marriage

Men and women who turn from the struggle of the race life to the selfish contemplation of their own affairs, only lose the precious thing they most desire. They lose one another by exhausting one another. They eat each other up. Day after day they look into one another's face with ever-growing weariness and satiety, until at last the man turns to the club or the saloon for his inspiration and the woman sinks into the sullen loneliness of isolation. He, coward that he is, escapes to outside interests; she, chained to the wheel at home, pines in drear solitude, not daring to go forth as he goes forth lest all society, wise in its holy wrath, brand her as a wanton.

But once let these lives be lit by the flame of a common aspiration, and out of these homeliest experiences will spring a new joy.

They will long throughout the day for the evening hour which they may pass together, in which the comfort and the sustaining power of unselfish love may arm and equip them for the next day's tasks. Each brings new matter for the one to ratify; rich experiences from the world of men, shot through with the illumination of a high purpose, until their union widens and deepens into a broad river of comradeship that shall overflow the barriers of death at the world's and pierce the unknown blackness unafraid.

This is the true marriage; the marriage that will endure as long as man is man; as long as woman is woman. But the world does not know it yet. Only here and there we catch a hint of it in radiant lives. The buying and selling of woman in the market place, the alliance of dollar with dollar; the working together of men and women without love; in fact, the institution which the beneficiaries of capitalism are so afraid the socialists will destroy, is too often not marriage at all, but a hateful slave compact, which degrades the name of marriage. It is only private property expressed in human lives.—Franklin H. Wentworth in *The Labor News.*

## Wanted an Injunction

Seeking redress for domestic troubles, a negro woman who resembled nothing so much as she did the "before taking" half of an anti-fat remedy, appeared at the office of one of the local judges a few days ago.

"I'se a wronged woman," she hissed in a give-me-back-those-papers-Jack-Dalton voice.

"What's the trouble?" inquired the sympathetic judge.

"It's about ma ole man. He's done been carryin' on high wif a lot uv deese young

niggah gals, an' it's got so baad twill I don' see him more'n once a week. Somepin's got t' be done."

The judge's eye held a crafty gleam. "You are seeking a divorce—a legal separation?" he questioned.

"Go 'long man! Divorce nothin'. Think I'm gwine t' gin 'im what he wants and 'low dat man, who despite all his cussedness, is de handsomest niggah in Willow Tree valley, t' go skyhootin' 'round 'mong dem gals? Na, sah! I doan want no divorce ner dat legal septitution yer's talkin' 'bout. What I wants is an injunction!"—Exchange.

### Household Hints

#### *Refreshing for Sick-Room.*

A few drops of oil of lavender poured into a glass of very hot water is very refreshing, and will quickly purify the air of a sick-room.

#### *Ink Stain on Linen.*

Take a piece of tallow candle, melt it, and dip the spotted part of the linen in the melted tallow, then put it into the wash. It will become perfectly white, without any spot or hole. This is better than milk, spirits of salts, or salts of lemon.

#### *Laundry Notes.*

To remove mildew dip the stained cloth in buttermilk and lay in the sun.

To remove iron rust mix salt and a little lemon juice, put in the sun. Use two applications if necessary, put the article in kerosene, allowing it to remain for some time. The rust will become loosened and easily come off.

#### *Save Soap Scraps.*

When a cake of soap has been used until it becomes so thin it is liable to break put it and a new cake in hot water for two or three minutes, then fit thin pieces onto the new cake and press firmly with fingers; it will adhere and become a part of the new cake. I prefer this method to the use of a soap shaker for scraps for either toilet or laundry soap.

#### *Menu for a Luncheon.*

The following is a good luncheon menu. It is not elaborate, but plenty: Cream of celery soup, bread sticks, sweetbread croquettes with mushrooms, finger rolls, scalloped potatoes, grape fruit salad, olives, nuts, bonbons, individual tarts of apple or lemon, chocolate or coffee. Ice cream is served in bulk in tall glasses, in bricks or individual molds. All are equally good form.

#### *Bits of Help.*

Many things are just as well used if not ironed, and in this way much strength and labor may be saved. When taking clothes from the line, fold all knit underwear, kitchen towels, and other rough clothes

just as you would if they were ironed, and lay them smoothly in a basket or pile. Sheets and colored table-clothes come out in very good shape if done in this way. An easy way to iron sheets, if they must be ironed, is to bring the two hemmed ends together, then fold from right to left, having the upper hem of the sheet on the outside; then iron the half of the sheet which is uppermost, without refolding, and fold carefully away for the drawer. When the sheet is on the bed, one can not distinguish that the lower half has not been ironed.

Every room that is occupied during the day should be thoroughly aired — flushed with fresh air several times during the day; bed-rooms should be well ventilated all the time, and flushed with fresh air whenever the weather will permit. A kitchen in which much cooking is carried on should have ventilation near the ceiling, and if nothing better can be had, keep the top window sash down as far as can be allowed. A shed room is a good place for cooking, as the openings in the walls admit plenty of clean, fresh air and allow for the escape of the smells of cooking.

Try doing without the "slop-pail" or garbage can at the door. Keep it well away from the house, and empty all refuse where the hogs or chickens can get at it while fresh and clean. Keep the ground about the kitchen door clean and free from scraps of food, and thus give the flies no excuse to gather there. A back yard is as easily kept clean as a front one, if every member of the family is trained to habits of neatness.

### Recipes

#### *Batter Bread.*

Pour about three cups boiling water over one quart of corn meal, into which has been sifted one teaspoon baking powder and one teaspoon salt. Add the yolks of three eggs, one cup milk, one tablespoon each of lard and butter, melted. Add beaten whites last. Bake one hour in a moderate oven.

#### *Kentucky Biscuit.*

One cup bread sponge.  
One quart flour.  
Two tablespoons sugar.  
One teaspoon salt.  
One beaten egg.  
One-half pint warm water.

Knead into a loaf, and allow to double its bulk. Shape into rolls and allow to rise again. Bake in a hot oven.

#### *Boston Brown Bread.*

To one cup corn meal, sifted graham flour and rye meal or dry bread crumbs, add one teaspoon salt and sift together. Stir into ingredients three-quarters cup Porto Rico molasses and two cups sour milk, in which three-quarters tablespoon

soda has been dissolved. Steam three to four hours. One pound baking powder cans make well shaped loaves. Add one cup chopped raisins if liked.

#### Noisette Bread.

One-half cup scalded milk.  
One-half cup boiling water.  
One-half tablespoon lard.  
One-half tablespoon butter.  
Three-quarters teaspoon salt.  
One-half yeast cake dissolved in two tablespoons warm water.  
One-half cup white flour.  
Two and three-quarters cups whole wheat flour.

Two tablespoons molasses.

One cup English walnuts.

Add molasses and salt to milk. Add yeast and flour to make soft sponge. Allow to rise until full of gas. Add nuts and remaining flour and allow to double its bulk. Bake in loaf pans. The loaf should rise for fifteen minutes after being placed in the oven. It should brown for the next twenty minutes. The heat should be reduced during the last fifteen minutes. A one-pound loaf should bake from fifty-five minutes to one hour. When bread is done it will not cling to the pan. This loaf is particularly good for sandwich bread and should not be cut for twenty-four hours.

#### Compressed Yeast Bread.

Add two tablespoons shortening (butter or lard), one tablespoon sugar and one teaspoon salt and cake of compressed yeast dissolved in three tablespoons cold water, or one pint scalded milk or one-half milk and one-half water. Then stir in flour until dough is stiff enough to beat vigorously. Turn on moulding board and knead until dough does not stick to the board, using more flour as necessary—a little at a time. Put in a well greased bowl and brush surface lightly with melted butter to keep from crusting over. Cover with towel and let rise again until double its size (about three hours). At end of that time mould into rolls or loaves and put into greased pans, brushing surface with melted butter. Cover as before and set to rise until double its size. Then bake.

Bread should be baked as soon as it is sufficiently light, and the oven should be hot enough to brown flour in fifteen minutes, about 350 degrees. At this temperature ordinary sized loaves of bread should be browned all over.

Bread should be turned from pan as soon as taken from oven and placed uncovered in such a position that all sides will be exposed to the air, not allowing it to come in contact with anything which will give it an unpleasant odor or taste. When cold, it should be put into a box or jar to which the air can have access and be kept in a dry, cool place.

#### Poise

However little we may have thought about the necessity of physical education, we all recognize the importance of "standing straight." Grown-ups are constantly warning children of the danger of stooped shoulders and hollow chests.

The common ideal of correct standing position is that of the tin soldier attitude, head and neck stiffly erect, chest protruding, weight on both feet.

The poise of the body should not be merely mechanically correct. It should be light, free, ready for action like a little child at play, moving in easy opposition, an expressive agent of the inner thought.

The best test of correct standing poise is to take a full length side view in the mirror. Rise up on the toes. If correctly poised, the body will come up in a perpendicular line *without first bringing the weight forward on the feet*. It will come down in a straight line *without sinking back on the heels*.

If this simple exercise cannot be taken without "coming forward" and "settling back," the first elementary principle of "standing" is violated. The body is out of plumb. The center of gravity is in the wrong place. To be normal and buoyant one must always be able to rise up and down in a straight line without any preliminary preparation. Settling of the weight on the heels is the beginning of old age, whether one is seven or seventy.

This is a good exercise for the whole family to try. It will often be found that some of the younger children are beginning to settle back on the heels, while perhaps the grandfather or grandmother has maintained to old age the correct standing position.

Those whose weight habitually rests on the heels will find at first that it gives a sense of insecurity to place it forward. But if we study our appearance in the glass we will be assured that we are not tipping forward as we think, but are standing normally,—and oh, how much better we look.

Imagining a baby's fingers are under the heels, is a helpful suggestion to the right placing of the weight. Imagining that the top of the head is trying to touch the ceiling gives the stretch and uplift to the whole body necessary to that sense of lightness and elasticity which is a component part of poise.

Give this test to the school every day. Tell the children as they come up on their toes to imagine that they are growing very tall straight up—not tipping backwards, not leaning forward;—but rising upward like a pine tree whose aspiring tip seems to express the uplift of the whole tree toward the sky.—La Follette's.

# Editorial

## Thirty-Second Session of the Grand Division

The thirty-second assembly of the Grand Division of the Order was called to order in Daniel Sharp Ford Hall, Boston, Mass., Tuesday, May 11, at 1 p. m., by President Garretson, who received a hearty ovation as he made his appearance on the rostrum. In addition to the full corps of grand officers, there were 549 delegates and seven permanent members present during the session. This is by far the largest number of delegates that ever assembled at any session of the Grand Division. The absence of several of the "old warriors" was noted, particularly, the familiar faces of Brothers W. P. Daniels and "Uncle Billy" Welch.

Brother E. E. Clark, past grand chief conductor, now a member of the interstate commerce commission at Washington, was present during two days of the session. When his familiar face was recognized as he made his way toward the rostrum officers and delegates with one accord rose to their feet and gave him a splendid welcome.

One of the first questions settled by the Grand Division was that of the proposed removal of the headquarters from Cedar Rapids to Indianapolis. The Grand Division had previously decided that this question would come up under a special order of business at 3 p. m., on the third day of the session, and that the representatives of the two cities would be admitted and heard at that time, each side to be granted one hour to set forth their claims. The executive session was suspended at the time named and the two delegations were admitted.

Hon. W. L. Taylor, ex-attorney general of the state of Indiana, opened the case in behalf of Indianapolis and ably presented the claims of that city for consideration. Hon. J. H. Trewin, ex-senator of the state of Iowa, then spoke in behalf of retaining the headquarters at Cedar Rapids, and in a forceful and able argument explained the differences between the Indiana and Iowa laws and how much more favorable the Iowa laws were to organizations like ours. His exposition was listened to by the dele-

gates with marked interest, and seemed to carry conviction to their minds almost from the start. Hon. C. A. Bookwalter, mayor of Indianapolis, was next introduced, and in a happy manner followed up the argument of Mr. Taylor. Mayor Bookwalter, who by the way is a longtime member of the Typographical Union, at once made himself popular with the delegates and recited many reasons why Indianapolis should receive favorable consideration. Mr. John M. Grimm, the closing speaker for Cedar Rapids, really did not need an introduction to the delegates as he was well and favorably known to all of those who have attended the Grand Division within the last ten years. Mr. Grimm spoke with great rapidity, reviewed past efforts to remove the headquarters from Cedar Rapids, and gave additional reasons why the headquarters should not be moved. Each speaker received a generous measure of applause. The delegations then retired, executive session was resumed, and it was formally decided by an overwhelming majority to retain the headquarters at Cedar Rapids.

Among many other questions considered was a pension plan, and a codification of our laws.

The Grand Division provided for the appointment of two committees to report to the next session of the Grand Division. One of these is a committee to investigate and prepare a plan for the payment of pensions and the other for the codification of our laws. Both committees will hold sessions during the biennial period and will act in accordance with instructions given, making report to the next session of the Grand Division, which will convene in Jacksonville, Fla., on the second Tuesday in May, 1911.

The Grand Division set aside \$5,000 for the purpose of giving the methods of the Conductors' Council a testing out as to its ability to provide service for men out of employment, and immediate arrangements will be made for the carrying out of plans in connection therewith.

## CHANGES IN LAWS.

Article 4 of the Constitution was modified to change the titles of the vice-presidents from first, second, third, etc., to senior vice-president and vice-presidents, thereby placing all of the vice-presidents, except the senior, on an equality as to rank and rights of succession, and it further provides that instead of the Canadian representative being appointed, he will, in the future, be elected to the position, and it also provides for one additional vice-president in the field. This adds two members to the Board of Directors and gives the vice-president for Canada standing on the floor of the Grand Division which he has never before had.

Article 8 of the Constitution has been modified to provide for a referendum vote to the Divisions of the Order when legislation of great interest to the membership is under consideration, a method that we have never before possessed. Careful study of Article 8 of the Constitution will make perfectly plain the method under which questions can be submitted to the Divisions.

Article 12 of the Constitution was amended to make it possible in the organization of new Divisions to transfer the entire membership on any given line from an old Division to the new one upon its creation, thereby making it impossible for four or five members to block the organization of a new Division or forcing dual representation in the general committee by retaining their membership in an older Division.

Article 21 provides for the creation of a new standing committee of the Grand Division, one on charity, and all appeals for charity to the Grand Division from the membership will have to stand scrutiny by this committee before being presented to the Grand Division. The record of claims presented to the session just closed makes the wisdom of the creation of such a committee apparent.

These were the only changes made in the Constitution and they were, with the exception of the creation of the new committee, the outgrowth of our experience in the biennial period between Memphis and Boston, and in line with the recommendations made in the report of the president to the Divisions.

In the statutes, Section 6, governing legislative committees, was amended, first, as to the time of election, as it developed that the law was faulty in some states. Second, it provides for the method of levying assessments. Under the law as adopted and as it will be in force and effect after the first day of July, every member of a Division located within a given state is subject to assessment for the expenses of the legislative committee in that state, provided that he resides or is employed anywhere within the limits of that state, but if his employment is wholly outside of the limits of the state where his membership is held, then he can be assessed for the expenses of the legislative committee in the state where his employment is.

Section 17 of the statutes, which governs eligibility to membership, has been amended to read that it will admit men who are employed on lines of railway where steam and electricity are intermingled, which is in accord with the present law, but the amendment goes further and makes men eligible if employed on lines where steam or electricity is the motive power and where the method of operation is standardized train rules, and where the applicant has had the same experience that the present Section 17 requires, but there is a foot note incorporated to the effect that on lines operated by electricity men will not be eligible for acceptance until the requirements of that particular line shall have been passed upon by the president of the Order and the line declared one where the service is up to the requirements of Section 17 of the statutes.

Sections 25 and 26 were stricken out and a new section 25 framed covering jurisdiction as between Divisions. New Section 26 provides for the creation of a legal fund that can be utilized in procuring legal advice or counsel under certain conditions.

Section 29 of the statutes, covering the duties of members, is amended to require a member changing his place of employment to list himself for assessment with the secretary of the Division under whose jurisdiction he is employed. This is in conformity with further modification of Sections 65 and 70 of the statutes covering the same subject.

Section 41 of the statutes was amended to provide that in case a verdict in one Division is annulled and the case remanded to another Division for re-trial, if extraordinary expense arises out of such trial, the president may, upon appeal, assess such costs upon the Division in which the trial was originally held.

Section 51 was amended to cover a certain weakness in the present law in regard to Grand Division transfer cards.

Section 53 was amended to provide that Division cards presented by any other person than the member to whom issued shall be taken up and forwarded to the grand secretary. Under this law, cards presented by the wives of members should be taken up, as such a credential has no place in the hands of any but the original holder.

Section 64 was amended to provide that under certain justifying conditions, for any given sessions of the general committee, the president may authorize a Division to have for that session two representatives in the general committee. It also provides that in the future a copy of any grievance accepted by a Division must, before being acted upon, be sent to other Divisions located under the jurisdiction of the same superintendent of the railway. It further provides that members who fail to register their presence for assessment with the secretary of the Division, as provided in Section 29, shall not be entitled to bring any grievance even though his own Division should offer to bear the expenses thereof. It further provides how local committeemen shall be paid, a point upon which our law has heretofore been silent.

Section 66 authorizes general committees to appoint sub-committees to perform certain services named in their appointment, thereby obviating the expense of an entire committee at times remaining in session.

Section 68 provides, in accord with the preceding section, that the general chairman may legally convene such sub-committee.

Section 70 is amended to provide that all expenses for general committees shall be assessed against all members in road service and also against all men employed in other branches of railway service who could receive benefit from the services of

any general committee. Under this law, every member of the Order will be liable for all general committee assessments if they are engaged in any service where the committee of any other railway labor organization would be of benefit to them. This will assess every man in yard service or in station service because committees of organizations representing that class of service gain betterment for men in those pursuits. It further provides that where there are only two Divisions located on a line of road and the two Divisions cannot agree upon the rate of pay for general committeemen, the question may be referred to an individual vote of the membership upon the line, who shall decide as to the rate of pay.

The new section, 82, legalizes the existence of associations and adopted exactly the law which was submitted to a vote of the Divisions in the past year and upon which no definite answer was received.

In the reprint of the law every section which has been amended will be marked with an asterisk opposite the title of the sections.

#### ENTERTAINMENT PROVIDED.

The registration of members and their families showed a total of about 4,000 who took advantage of the opportunity to visit Boston, and nothing but words of praise for the splendid provision made by the Boston Divisions through their able executive committee and who were untiring in their efforts to please for the entertainment of the delegates, visitors, and their families, can be said.

The first social time was that of the ladies, who had a public reception in the Franklin Union building, Tuesday afternoon, May 11, when an entertainment of vocal and instrumental music served to break the monotony of the speeches of welcome by the local representatives and responses by the grand officers of the Ladies Auxiliary. Mrs. C. S. Messer, president of Mascot Division 59, presided and welcomed the visitors to Boston, and Mrs. W. N. Drake, secretary of the beneficiary department, and also a member of Mascot Division, extended the official welcome of Massachusetts.

The public reception of the Grand Divi-

sion was held on Tuesday evening, May 11, in People's Temple, where his excellency, Eben S. Draper, governor of Massachusetts, extended the official welcome to the state, and Acting Mayor Brand to the city—Mayor Hibbard being confined to his home by illness. Governor Draper received a hearty reception and said that he considered it a great pleasure and privilege to welcome the conductors and their families in behalf of the commonwealth of Massachusetts. He said that organization had become the dominant principle of the age, and the rule in all departments of American life. The governor urged his audience to be ever ready to recognize and give credit to organization or corporation whenever credit was due, and further said that the true standard of justice demanded it. Acting Mayor Brand, in extending Boston's "warm hand of welcome" said: "I don't think there is any better convention city in the United States than Boston, and that Mayor Hibbard regretted his inability to personally extend the greeting of the city, but it was impossible for him to be present owing to the condition of his throat."

Brother Garretson, in responding to the words of welcome, at once came in close touch with the audience.

"When it comes to estimating a welcome, the average conductor is an adept," said he. "Our welcome has been true. The acts have spoken louder than words. There isn't a man or woman who wears our badge who hasn't come to realize the sincerity and warmth of the welcome."

Here Brother Garretson contrasted the present conditions with the past so far as railroad conductors are concerned, enumerating the advantages enjoyed now, the increased pay and the shorter hours. There was a time, he added, within his own experience, when a month's work meant the limit of a conductor's endurance. Organization brought about improved schedules and the men and their families have benefited accordingly.

Continuing Brother Garretson said:

"Anyone who imagines that the Order of Railway Conductors of America is unworthy or unwise is out of date. He's studying an old and discarded timetable. Organization is one of the most urgent laws of life and we have an Order sur-

passed by none in many respects. It is the product not of coercion, but of conservative and honest action.

"I never believed in a war between capital and labor. The issue is between the employer and employe, and when both are honest and fair there is no friction.

"Our Order writes enough insurance to represent a large business in that line. It totals \$73,000,000, and about \$12,000,000 has been paid to members or their families from time to time. There is on hand a reserve fund of nearly \$600,000 and a mortuary fund of \$400,000. And these results have been realized by a per capita assessment of \$16 per year for every \$1,000 of insurance.

"Our benefit and insurance departments are unequalled. I bar no organization when I say this. The records show it. A disbursement of upward of \$85,000 a year means that a certain class are relieved of poverty and given comfort. Our Order is international, non-sectarian and non-partisan. It recognizes no lines. By its work it takes its place rightfully in the first rank of the organizations of the world."

President Lucius Tuttle of the Boston & Maine said, in part:

"I personally have the most profound respect for your organization, and I believe that feeling is shared by the managements of the various railroads throughout the country. We have had an opportunity to study your methods from the outside and your conservatism and justice have won our highest respect.

"There are those who imagine that there is an irrepressible conflict ever on foot between capital and labor. Nothing of the sort. On the contrary, it is an irrepressible desire on the part of the workingman to better himself and advance. He wants to make things more comfortable for himself and those depending upon him.

"This is the divine spirit, and it is ever progressing. Without it the world would never have advanced. We would still be the same as in the stone age. We are now all working people, or should be. Some work with their brains and others with their hands. The man who is ashamed of his occupation needs praying for badly."

After reviewing the history of railroads, President Tuttle said:

"The conductor is the truest representative of the railroad. He has more to do with making the system popular with the public than has the president and all the directors of the road put together. Much depends upon his tact, judgment, courtesy and personality. His smile and courteous reply go a great way with patrons. He is the diplomat of the road, and comes closer to the riding public than any one else connected with the system."

Assistant General Manager J. H. Hustis of the Boston & Albany railroad said, in part:

"Gentlemen, there is no more important subject that we as railroad men have to consider today than the question of safe operation. Whatever else may be the purposes of your organization, let me urge you to make this of the first and greatest importance, for with safe operation will come efficient and economical operation, and without accomplishing these results the railroad fails to meet not only its obligations to the public, but its fullest opportunities to secure for itself the return to which it is entitled. And whatever success the railroad secures in this direction must come from individual effort, and the railroad's success will be yours."

First Vice-President Byrnes of the New York, New Haven & Hartford system agreed with President Tuttle that the conductor was the real diplomat of the railroad and gave a number of interesting reminiscences, declaring that his fondest boyhood hope was to be a conductor, "a goal which I never realized," he added.

President Melvin O. Adams of the Boston, Revere Beach & Lynn railroad spoke of the position of conductor as one of responsibility, courtesy, patience, promptness and precision.

Mrs. J. H. Moore, president of the Ladies Auxiliary, responded for that organization, and William H. Littlefield for the Merchants' Association of Boston. The speaking was interspersed by musical selections by the Bostonia Ladies Orchestra and during an intermission, 1,500 half-pound boxes of chocolate bon bons, contributed by the Walter M. Lowney Co., were distributed amongst the audience.

Wednesday, May 12, was devoted entirely to the New England Divisions of the Brotherhood of Locomotive Engineers, and they entertained during the day with reception, vaudeville entertainment, and dancing, and in the evening a banquet was served to 1,800 people in Mechanic's Hall. Some idea of the proportion of the banquet may be had when it was said that it took a small army of chefs two days to prepare and a force of 150 waiters to serve it.

Chairman W. A. Kempton of the engineers' general committee served as toastmaster, and the after dinner speakers included Assistant Grand Chief Engineer

H. E. Wills of Cleveland, Ohio, who extended to the visiting conductors a welcome from 64,000 engineers throughout the land. President A. B. Garretson returned thanks for the hospitality to the conductors. Secretary A. P. Gillette, of the Boston & Maine Young Men's Christian Association, brought greetings and good wishes. Chairman C. W. Merrill of the executive committee of the local divisions of conductors, expressed hearty appreciation of the efforts of the engineers in furnishing the conductors and their families such bountiful hospitality. The whole day's program was a credit, he said, to the executive ability of the Brotherhood.

Thursday, May 13th, the Brotherhood of Locomotive Firemen and Enginemen provided a trip down the harbor, starting at 8:45 a. m. on the steamer Betty Alden, which was gaily decked with flags and the colors of the Order. With 1,800 people on board the steamer started up stream passing close in by the Hoosac Tunnel Docks and the navy yard, so that the visitors had an opportunity to see the trans-Atlantic steamers and the historic Old Ironsides and the battleships Vermont, New Jersey and Missouri, after their trip around the world. Bunker Hill Monument, Copp's Hill and the Old North Church were in full view. The trip continued down the harbor by the island fortifications and light houses, and then along the North Shore running in close so that Winthrop, Revere, Nahant, Egg Rock, Swampscott, Salem and Beverley could be seen where a glimpse was had of President Taft's summer home. The day was a perfect one for the trip, warm, and not even a ripple on the water. At Half Way Rock a turn for home was made, and after crossing the bay the steamer came into the harbor through the Narrows, reaching the dock promptly at 12 noon. They all enthusiastically cheered the firemen who so ably carried out the arrangements.

The Grand Division ball was held on Thursday evening in Grand Hall, Mechanic's Building, and an attendance of 3,000 was in evidence. The floor was in charge of Harry L. Austin, past chief conductor of New England Division 157, assisted by other members of the reception committee.

President and Mrs. A. B. Garretson led the grand march, and after that dancing was indulged in until the small hours of the morning.

Friday, May 14, through the courtesy of S. Higgins, general manager of the New York, New Haven & Hartford Railroad, a special train was provided and 800 members journeyed to Crescent Park, Rhode Island, where a clam-bake was served with all the fixings. Providence Division 370 were the hosts, and saw that all were bountifully served with the famous Rhode Island clams. In the evening, the Brotherhood of Railroad Trainmen entertained the ladies with a theater party at Keith's famous place of amusement. The entire orchestra being reserved for the visitors and many special features arranged for them, and that the men might not be lonesome while their wives were at the theater, a social session and smoke talk was provided for them at Paine Hall, where a very enjoyable evening was spent.

On Saturday, May 15, through the courtesy of John A. Fenno, superintendent of the Boston, Revere Beach & Lynn Railroad, a special train was provided and an early start was made for Lynn, so that the delegates might have an opportunity to visit the shoe factories in that city. While in Lynn the visitors were shown through the Sorosis shoe factory where upwards of three thousand people are employed in manufacturing the well known ladies' shoe. A portion of the people returned to Boston on the special train at noon, while others made independent excursions to historical scenes in Salem and to Nahant, the home of Henry Cabot Lodge. In the afternoon Mascot Division No. 59, Ladies Auxiliary, exemplified the White City floor work at Berkeley Hall where a large number of visitors were in attendance. In the evening a reception was tendered by Mascot Division to the Ladies of the Auxiliary at Hotel Bellevue, where an enjoyable evening was spent in renewing old acquaintances.

On Sunday, May 16, special trains were provided by C. E. Lee, general superintendent of the Boston & Maine Railroad for a visit to Lexington and Concord and upwards of two thousand took advantage of this opportunity to visit these historic

and interesting places. A stop was made first at Lexington where guides were furnished and visits were made to the Monroe Tavern and Town Hall, where a short address was made in the rooms of the Lexington Historical Society on the famous ride of Paul Revere, after which a visit was made to Lexington Green where the first battle of the Revolution was fought on April 19, 1775. The train was then taken to Concord where guides were furnished and visits made to Soldiers' Monument, Old Hill Burying Ground, the graves of the British soldiers, Old North Bridge and the monument of the Minute Man. After a very enjoyable day the train was taken for return to Boston in the early evening.

Sunday evening, Boston Lodge No. 10, B. P. O. E., entertained members of that fraternity at their new headquarters where a very pleasant evening was spent.

On Monday evening, the Grand International Auxiliary to the Brotherhood of Locomotive Engineers gave a reception to the ladies of the auxiliary and their escorts at the American House. The hall was very tastefully decorated and refreshments were served by the young ladies during the evening.

On Tuesday evening, May 18, Eastern Star Lodge, Auxiliary to the Brotherhood of Railroad Trainmen, gave a dancing party in Berkeley Hall, which proved to be one of the most enjoyable occasions of all. This evening's entertainment concluded the official program, but opportunity was provided for numerous sight seeing trips during the rest of the week and one that proved to be very instructive and interesting was to the works of the Waltham Watch Co., Waltham, Mass. Parties were made up morning and afternoon during the entire session of the Grand Division and a train taken for Waltham through the courtesy of the company, and an opportunity given for a thorough inspection of their large factory. At the conclusion of this a collation was served and then a special electric was used to convey the party back to the city. Other parties journeyed to various parts of the city each day, and guides were furnished for trips to the nearby historic points of interest such as the Old North Church, Old State House,

Faneuil Hall, navy yard, and Bunker Hill Monument.

Boston and its vicinity certainly abounds in spots of historical significance, but the Lexington and Concord scenery seemed to conjure with our imagination more than any places we visited. As we stood at the Old North Bridge in Concord, where the first blow was struck and the first blood was shed in the War of Independence, and after reading the inscriptions on the monuments located on each side of the bridge, we imagined that we could see the little squad of Minute Men again come marching down to the bridge from the house located at the top of the knoll, in fancy see the bronzed faces and the hands firmly grasping the old flintlock rifles, with determination depicted on each countenance to give the best possible account of them-

selves. Then we tried to picture out how the fight started and how the British soldiers started—back to Boston—pursued by the Minute Men, and the fighting all along the Lexington road to the place now marked by a stone cannon as the spot where, we are told, the British made their last decided stand. Then we thought of the anxious hearts and tearful eyes of the wives, mothers and children at home, innocent sufferers, if you please, in any war. And as we came away and rode through the cemetery not far distant from the bridge we saw a headstone with the inscription "Loyal to God and Country" which seemed to explain the steadfastness and abiding faith of those sturdy people in God, and in the cause of freedom and right. May we not cultivate more of that kind of loyalty and faith in our daily lives?

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## A. B. Garretson

### President Order of Railway Conductors

Austin Bruce Garretson, whose excellent portrait is presented in the first part of this number, began railroad work on the Des Moines, Osceola & Southern, now a part of the Burlington System. After some years of service on that road he accepted service with the Missouri Pacific, and later became passenger conductor on the Missouri, Kansas & Texas Railway. After several years' service with the latter company Brother Garretson was induced to accept service with the Mexican National Railway and later with the Mexican Central Railway.

Brother Garretson became a member of the Order by joining Division 53 at Denison, Texas, in 1885, and at the annual election of officers by that Division in 1886 was elected chief conductor and, also, delegate to the next session of the Grand Division. He was elected grand senior conductor of the Order in 1887 and assistant grand chief conductor in 1888—those offices being at that time of an honorary character. Brother Garretson entered the employ of the Order, under salary, as grand senior conductor in 1890 and served con-

tinuously in that position until his election as assistant grand chief conductor at the Detroit session of the Grand Division in 1899. He served continuously as such until September 1st, 1906, at which time he succeeded to the office of grand chief conductor which at that time had become vacant by the resignation of Brother E. E. Clark, who had been appointed a member of the interstate commerce commission at Washington. Brother Garretson was elected president of the Order at Memphis in 1907—the title being changed at that time from grand chief conductor to that of president—and was re-elected president at Boston in May last.

Having been on the firing line for so many years Brother Garretson has become so well known throughout the jurisdiction of the Order that it seems almost unnecessary to laud his many qualifications to administer the affairs of the Order, for his successes have been numerous and are matters of record. Personally, his companionship is pleasant and profitable to those who know him best.

## A Trip to the Convention

BY LOUISE B. FLANIGAN.

Down through the shady streets of Elm City to the station where we board the train, amid the toot of whistle, clang of bell and hiss of escaping steam, a revolution of the wheels of the ponderous "iron horse" and hurrah! "we are off," bound for the Thirty-second convention of the Order of Railway Conductors, through vales and o'er hills by the river and mountain side, and we reach the "old bay state," where Dame Boston welcomes us to her quaint old hearthstone of friendship and where sincerity, brotherly and sisterly affection is extended to the vast multitude who wear the badge of recognition.

A grand reception was tendered the guests at People's Temple—speeches by the governor of Massachusetts and other prominent men, and music by the Bostonian Orchestra. Walter Lowney sent a box of his famous chocolates to each lady—"sweets to the sweet." We were in search of historical sights and scenes and every way we turned seemed to teem with the history of some event of the early days.

The State House, with its gilded dome, and within its walls, which are 112 years old, we gazed on old battle flags stained with heroes' blood, tattered by wind and weather, shattered by bomb and bullet, but sacred to the memory of patriots brave and true. Old Granary burial ground, with its moss-covered stones and crumbling tombs wherein lie the remains of the victims of the Boston massacre, Jas. Otis, Samuel Adams, Paul Revere, and Benjamin Franklin's parents. The dear old Common that could tell of scenes of love and war, the frog pond, and beyond the Public Gardens with its wealth of floral array and its beauty of horticultural art. Faneuil Hall market, with its 535 feet filled with the products of all countries. Old North Church, where the lanterns were hung, "One by land and two by sea," the signal to give the alarm of the enemy's approach.

Wednesday was Engineers' day, and that Order left nothing undone for the entertainment and pleasure of its guests, vaudeville and dancing in the afternoon and a monster banquet in the evening. Mechanic's

Hall was elaborately decorated with bunting and flags. "Old Glory" was prominent everywhere, and the English flag and the flag of Old Mexico all intertwined.

Thursday morning the visitors embarked on the "Betty Alden," a palatial steamer, for a sail down the harbor as guests of the Locomotive Firemen. Again chocolates were given the ladies and cigars to the gentlemen. Amid the strains of the band we left Rowe's wharf and sailed out on the bosom of Boston harbor, where in 1773 the cargo of tea was thrown overboard, on past the busy factories, past the navy yard where the "jackies" were busy at work scraping and painting the hulls of these ocean forts—the battleships Vermont, New Jersey and Missouri. The little fellows waived their caps to the passengers of the "Betty Alden" and we waved back to the real defenders of our "Red, White and Blue," on past Chelsea, the city that was laid low one year ago by the demon fire, but Phoenix-like, has risen from the ashes and will live again; we pass the numerous islands and forts, and out into the beautiful bay, where we are saluted by the belching of the tug, the shriek of the steamer whistle and the tolling of the bell on the beacons, all uniting in a welcome; out almost into the ocean near the point of dear old Cape Cod, and then we turn back and are in Boston Harbor and arrive in the city—and a more delightful trip could not be taken. Bunker Hill, with its colossal monument, where, on the 17th day of June, 1775, that memorable battle was fought, where noble General Warren fell, and where the colonists were told to "hold their fire until they saw the white of the enemies' eyes." Charlestown navy yard was visited, and we boarded the frigate Constitution, that old warrior who held aloof all the enemies on the sea, and today "Old Ironsides" is a monument to Liberty's cause. We were guests aboard the Vermont, also.

The grand ball, given by the Divisions of the O. R. C. of Boston in Mechanic's Hall is one to be remembered, the brilliant lights beaming on the charming ladies and

their beautiful costumes, and the enchanting music, made a scene of beauty and grandeur. The theatre party, tendered the ladies through the kindness of the Trainmen, was also enjoyed, and an excellent program was rendered.

Friday, through the courtesy of General Manager Higgins, of the N. Y., N. H. & H. R. R., the visitors were taken by special trains to Crescent Park, R. I., where an old-fashioned Rhode Island clam bake was spread for the visitors as guests of Division 370, O. R. C., Providence, R. I.

Saturday morning the party left on special train, through the courtesy of Supt. J. Fenno, of the Boston, Revere, Beach & Lynn R. R., for Lynn, to visit the large shoe factory of the "Sorosis" shoe. All were interested, and Revere Beach, Boston's greatest summer resort, was also visited. That afternoon, Mascot Division 59 gave an exemplification of the White City floor work, and it was splendidly done.

Sunday at 1 p. m., special trains, through the courtesy of President Tuttle, left over the B. & M. R. R. for Lexington and Concord, those old famous Revolutionary grounds. The party of 3,000 left the train at Munroe's station, and then started on foot over the same route taken by Paul Revere, and, looking backward 134 years, we could almost picture that gallant soldier, "Who at midnight spread the alarm through every Middlesex village and farm." We stopped at the Munroe tavern, where the English had their headquarters and where Washington used to stop and have dinner in the old stage coach days, then on past the old landmarks to Lexington Common, where "Old Glory" was flung to the breeze and where the "Dawn of Liberty" first broke through the clouds of oppression and ended in an eve of peace and freedom; all the incidents of that sad but glorious April 19, 1775, were described by our guides, Brothers Parant and Fickett and Dr. Field, and our thirst for historical knowledge was satiated by the eloquence of those speakers. We saw the stone that marked the firing line where Capt. John Parker said "Don't fire until fired upon, but if they mean to have war let it begin here"—the noble fellow laid down his life early in the battle. Jno. Harrington, who,

wounded by a bullet, crawled to his doorstep and died at his wife's feet. Ah, dear Massachusetts, no wonder your soil is fertile, for it is nourished by the blood of those noble men; aye, and women, too, who watered it with their tears of anguish and sorrow. How the blood of patriotism tingled in our veins and our hearts beat faster as we listened to the stories of those sad days. The picture of nature was in harmony with the occasion, the countryside was clothed in a mantle of green, the scented wild flowers peeped above the sward and the breezes rustled through the trees and seemed to chant a requiem soft and low o'er the graves of those heroes of the long ago.

The train was boarded and a short run to Concord was made, where we walked over the little bridge where the great battle was fought, and where the Minute Man statue stands out modestly against the sky, "Where with hand on plow and musket, ready for the fray, from Lexington to Bunker Hill he won his way." The monument bears the following inscription:

"By the rude bridge that arched the flood,  
Their flag to April's breeze unfurled.  
Here once the embattled farmers stood  
And fired the shot heard round the world."

The clouds of night closed o'er the scene and so ended a peaceful Sabbath day in old New England.

Monday, through the courtesy of the B. & M., we left Boston for Portland, Maine, passing through the Granite state where fertile farms spread for miles and the little farm houses nestling among the sheltering hills, the cows browsing in the meadows, the birds flitting to and fro among the trees that overhung the old homesteads whose sons and daughters left its sheltering eaves and went out into the wide world to win fame and fortune. Into the Pine Tree state, where the forest of pine in the soft winds sigh, their giant branches seem to pierce the sky. Portland is reached and it is so clean it looks as if some great housewife had swept and dusted it for our coming. Ft. Allen park is visited and a fine view of the harbor is enjoyed; the return trip is made and we

reach Boston and wander through the intricacies of its streets once again.

Cambridge was visited, and through the kindness of Sister Brown, of Division 59, we were guided through its pretty streets to Harvard University, that old seat of learning, with its halls and walls, its lawns and foliage. Agazziz museum was also visited; near by is the Washington Elm, where Washington first took command of the American army. Old Christ church, where Washington worshiped, and which was used as a barracks for the American soldiers, and as we entered its sacred threshold and gazed over its high-backed pews we could almost picture the powdered wig and colonial costumes and could almost hear the rattle of musketry and the clatter of the horses' hoofs as they waited the command. Longfellow's home was visited and with the beautiful environments with which it is surrounded, it certainly must have added to the inspiration of his mind and guided his pen.

Ah, Boston, you have done yourself proud, and we are proud of you. Your hospitality has reached from the broad shores of the Atlantic to the calm Pacific, from the great lakes of the north to the beauties of the sunny south, from the melting snows of Canada to the cactus blooms of Mexico, all banded together like one great generation holding a family reunion, and as we left the portals of your city we waved a sad adieu, for it seemed as if we were leaving an old friend. The brothers and sisters of Boston will never be forgotten as heart to heart and hand to hand, ye bid us welcome and that one touch of nature has made us kin. All the beauties we have seen are vivid in our minds and our thoughts are all of you, but as I sit tonight with a curly head nestling on my arm and another chubby little face at my knee, lisping the evening prayer, I repeat the words of the poet that after all, "Be it ever so humble, there is no place like home."

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## Editorial Notes

### Health and Efficiency Week at Chautauqua, New York

A series of discussions lasting for a week each have been annual features of the assembly program at Chautauqua, New York, during the past few years. One of the most important for the coming summer is upon the general subject of Health and Efficiency, the effort being made to draw together experts for the discussion of this subject in order to do what is possible in a week toward giving the intelligent and receptive American public, as it is represented at Chautauqua, an opportunity to know more definitely what is the need for concerted movement toward a greater degree of national efficiency. The audience gathered at this assembly is representative of all parts of the country, coming from every state and territory, and from every city of any considerable size. It has, therefore, become a great "clearing house of ideas." The information and the discussion included in this public program aid the service of popular education.

Among those who will speak during the week of August 9-13, in which this series

of lectures and discussions will be held, are Irving Fisher, president of the committee of one hundred on national health; Mrs. Ballington Booth, of New York City; Dr. Henry B. Favill, of Chicago; Mr. Horace Fletcher, of Venice, Italy; Dr. James M. Buckley, editor of the *Christian Advocate*; Bishop Samuel Fallows, of Chicago; Dr. William Seaman Bainbridge, of New York. As can be seen from the list, lectures will be given by specialists in various fields connected with the subject of "Health and Efficiency." Opportunity will be given large audiences to hear contributory talks from the different points of view that bear upon the same vital theme.

In connection with the more formal lectures there will be daily conferences at which experts will preside and at which questions and discussions from the floor by all interested will take place. Further information may be obtained from Mr. Percy H. Boynton, Secretary of Instruction of the Chautauqua Institution, Hyde Park, Chicago, Illinois.

## National Irrigation Congress

Regarding the importance of the work of the National Irrigation Congress, which will have its 17th session in Spokane August 9-14, R. Insinger, chairman of the Board of Control, says:

"The national reclamation act was passed in 1902. At that time there were in the government's name, in the sixteen states affected, 600,000,000 acres of arid land, of which it was estimated possible to reclaim sufficient to support 50,000,000 people. By 1911 the Reclamation Service will have reclaimed nearly 2,000,000 acres, at an estimated cost of \$70,000,000. There are 40,000,000 acres of arid lands susceptible to

reclamation by irrigation. The construction cost of the reclamation works is returned to the government from the sale of land, the proceeds to be again used in furthering irrigation development. Irrigation is making a garden spot and an empire of the 'Great American Desert,' and the work of the irrigation congress is yet in its infancy."

George E. Barstow of Barstow, Texas, is president of the congress; B. A. Fowler, Phoenix, Arizona, secretary; R. Insinger of Spokane, chairman of the board of control; and Arthur Hooker, Spokane, secretary of the board of control.

## Discipline on the Burlington

In speaking of the new system of discipline inaugurated on the Burlington lines May 1st, Daniel Willard, second vice-president in charge of operation, says:

"The practice of suspending a man cannot make him better, and it deprives him of the opportunity of earning money with which, perhaps, to support his family, and not infrequently when a man has been so deprived of the opportunity to work, the punishment has borne most heavily upon those who are dependent upon him. It does not seem that a proper system of discipline should cause such results.

"It should be possible to keep such a fair and, at the same time, accurate record of men, that it can be made a sufficient basis for a system of discipline which will satisfy the requirements of existing conditions. Such a system will call for greater care and personal attention on the part of all officers than has been given in the past, but it is believed that its importance justifies the additional effort."

Mr. Willard outlines, as follows, the practice to be pursued in future in administering discipline on this road:

"A complete and accurate service history of all employes affected by this order will be kept in the office of each division superintendent, and also in the office of the superintendent of the employment department.

"No entry will be made a part of the record of any man until the case has been

fully investigated, and the employe affected will, if desired, be given personal hearing in that connection. Whenever a record entry is made, the man affected will be given in writing an exact copy of such entry.

"Any employe found guilty of disloyalty to the company, of insubordination, or drunkenness, will be dismissed from the service, and will not be re-employed. An employe whose service record clearly indicates that he is not a safe or fit man to retain in the service will be dismissed.

"Promotion will, in the future, as in the past, depend upon the service record of the man involved, and upon his fitness for increased responsibilities. When these are equal as between two men, the one older in the service will be given preference.

"An employe, upon his request in writing, will at any time be given a copy of his service record.

"Officers directly in charge of men affected by this order are especially requested to report for entry all commendable actions on the part of such employes, as well as those actions which may justify criticism or reprimand.

"The purpose of this order is to assure constant and permanent employment to those employes whose service records indicate their fitness for the positions held, or for increased responsibilities."

## Opening of Alaska-Yukon-Pacific Exposition

President Taft, in the White House, at 3:15 p. m., June 1st, pressed a telegraphy key of Alaska gold that sent a spark across the continent that put in motion the machinery of the Alaska-Yukon-Pacific Exposition and caused general rejoicing from all Seattle, which has toiled for several years to bring about the event.

The program consisted of music, invocation by Catholic Bishop Onward J. O'Day, brief address by Director General I. A. Nadeau and President J. F. Chilberg, the long address by James J. Hill, chairman of the Great Northern board, and a benediction by Episcopal Bishop Frederick W. Keator.

James J. Hill spoke in part as follows:

"The greatest service to the nation, to every state and city today, would be the substitution for a term of years of law enforcement for law-making," declared Mr. Hill in beginning his address.

"There are four great words that should be written upon the four corner stones of every public building in this land, with the sacredness of a religious rite. These watchwords of the republic are equality, simplicity, economy and justice. They are interwoven with every fiber of the national fabric. To forget or deny them will lead to every misfortune and every possibility of destruction that rises now threateningly in the path of our country's greatness.

"Equality before the law is an embodied promise of the United States. It is the first principle sought to be established by the federal Constitution. In so far as we have been faithful to it, we have not only grown great and prosperous, but have commanded the respect of others because we respected ourselves. In so far as we have denied it, in so far as there is anywhere a special privilege or an unequal restriction, any decree of legal governmental favoritism whatever, we have changed the government of the fathers and turned backward toward the old, evil traditions whose trail of blood and oppression runs through all history.

### PLEADS FOR SIMPLE LIFE.

"Frequent use of the phrase 'our complex civilization,' creates a vague impression that simplicity has been banished nec-

essarily from the modern world by a kind of natural evolution, whereas it remains now, as always, the normal rule of a wholesome national life. Do we gain by passing from the period when Benjamin Franklin, in plain dress, commenced the homage of the most frivolous and most decorative capital in Europe, to the period when a man cannot accept without humiliation, a foreign ambassadorship unless he has a large income? The life of those who do the work of the world, whether in the high places or the low, is usually a simple thing.

"We have complicated our educational system and made it superficial. The just complaint everywhere is that there is no thoroughness, no wholesome mental discipline for the young.

"We have complicated our social life until natural human intercourse is overlaid with a thick stratum of vulgar prodigality, luxury display and insincerity.

"We have complicated our law making until, despite the high standards, the unimpaired traditions and the continual labors of the courts, the administration of justice is difficult and sometimes uncertain.

"We have complicated our financial system until it encourages the wildest speculation at one moment and at another sinks into business collapse.

"We have complicated our industrial organization at both ends of the scale until the great middle class, which represents labor uncombined, a fine energy and modest accumulation of capital, finds many of its rights invaded or destroyed.

### CALLS LAWS TOO COMPLEX.

"And we complicate all these complications by incessantly passing more laws about them. Simplicity in governing methods, in character and in conduct, must be a fixed quality of the state that survives those changes of the centuries in which all others have vanished."

"Inseparably connected with equality and simplicity is economy. Nationally considered, it has become almost a forgotten term."

Mr. Hill declared this to be the most wasteful country on earth in its administrative features as well as in its treatment

of natural resources, and said that the discarded standard of economy in its affairs must be restored.

"The curtailment of federal expenses by one-fourth would assist not only efficiency in the departments, but reforms now postponed by the task of raising and the rage of spending great sums that should be left in the pockets of the people.

"Last and noblest conception of all born from the associated life of mankind is justice. The nation must be true to that abstract and impartial justice which is the

fountain of nobility, the patent of heroes and the final test of any state.

"The nation today faces forward, not backward. Such is the genius of the Alaska-Yukon-Pacific Exposition. It is expressed in its very name, beginning with the farthest, newest and least developed district of our national domain, covering a coast that reaches from well within the arctic circle to near the tropics and embracing all the mystery and might that have been suggested by the word 'Pacific' for nearly 400 years."

### National Employers' Liability Act of 1908 Upheld

Attorney General Wickersham is much gratified to learn that the constitutionality of the National Employers' Liability Act of 1908 has been upheld in a case decided by Judge Trieber in the Eastern District of Arkansas, namely, the case of Watson, Administratrix, vs. St. Louis, Iron Mountain & San Francisco Ry. Co. The Department of Justice asked the court for leave for the United States to intervene in the case mentioned as *amicus curiæ* because of

the interest of the government in preserving the integrity of the law. This, in a sense, was a novel proceeding, as it is unusual for the United States to ask leave to intervene in private suits in order to assist in upholding the constitutionality of a national statute. The court granted the permission requested and accordingly a brief was filed on behalf of the attorney general by Wade H. Ellis, assistant to the attorney general.

### Block Signaling Completed

Official announcement is made by the Northwestern of the completion of its automatic block signal system between Chicago and Omaha. The block signals cover the operation of both tracks, the road being double-tracked the entire distance. The Northwestern is, therefore, the first road to complete a double track and install a complete automatic block signalling device between Chicago and the Missouri river.

The system used by the company is electric and automatic. In this connection it

is interesting to note that the block signal and train board control of the interstate commerce commission has reported that there is now in operation on American railways a total of 59,548 miles of block signals, which is an increase of only 870 miles for the last year. Of this only 12,190 is automatic, which is the most expensive form to install. The Northwestern road comes third in the use of the automatic with a total of 601 miles. The Southern Pacific is first with 1,897 miles, and the Union Pacific second with 1,222 miles.

The harder you're thrown, why the higher you  
bounce;

Be proud of your blackened eye!

It isn't the fact that you're licked that counts;

It's how did you fight—and why?

—Edmund Vance Cooke.

# Railway Information

## Signaling

The General Railway Signal Co. has installed, experimentally, at Spuyten Duyvil, on the New York Central, a new jointless and bondless a.c. track circuit. The signal company took a party of signal engineers to inspect the installation.

The Opelousas, Gulf & North Eastern has let a contract for a mechanical interlocking plant at Rayne, La., where its line crosses the Southern Pacific. There will be twenty-three working levers. All home signals, including dwarfs, will be pipe-connected. All signals will be two-position sixty degree, indicating in the lower right-hand quadrant.

The New York, Ontario & Western is to install automatic block signals on its line between Fulton, N. Y., and Oswego, twelve miles, single track. Distant signals will in most cases be fixed on the same post with a home signal. In all there will be twenty-four signals, style B, made by the Union Switch & Signal Company. There will be switch indicators of the semaphore type. The circuits will be so arranged that a train will always have two home signals ahead of it to indicate stop against opposing trains.

The New York, Chicago & St. Louis has issued a revised book of rules for the transportation department, from which it appears that the company has adopted as standard a train order signal of semaphore type, with the arm moving in the upper quadrant. A vertical arm or a white light indicates clear; arm inclined forty-five degrees upward or a green light, stop for train orders; arm horizontal or red light, absolute stop. The horizontal position is used to keep trains five minutes apart. The time interval, prescribed in rule 91, is five minutes.

The Rock Island is to install a mechanical interlocking plant at the crossing of the Wabash at Gallatin, Mo. There will be a forty-lever Saxby & Farmer machine with thirty-four working levers for fifty-four functions. Approach and detector and electric locking with indications will be provided on both roads. On the Rock Island the semaphores will give indications in two positions in the upper right-hand quadrant; but they are power-operated and can easily be arranged to work in three positions when the block system is extended to include the plant. Dwarf signals on the Rock Island will be wire-connected and give two indications in the upper right-hand quadrant. On the Wabash the signals will give indications in the lower right-hand quadrant; the high hand signals will be pipe-connected and dwarf signals wire-connected. Distant signals will be power operated.

The State Railroad Commission of Indiana has extended for one year the time within which certain railways of that state must adopt the block system. The law applies to all roads earning \$7,500 per mile per year gross. Power was granted to the commission to exercise its discretion in postponing the date for compliance, but not more than one year from July 1, 1909. According to the press dispatches the companies named in the order are the Grand Rapids & Indiana, the Wabash, the Toledo, St. Louis & Western, the Grand Trunk, the Chicago, Indianapolis & Louisville, and the New York, Chicago & St. Louis.

The Central New England is going to try single-track operation without timetable and train-order rights, and has awarded to the Union Switch & Signal Co. a contract for the signaling of fifteen miles of line for this purpose. This line is between Berea, N. Y., and Highland, west of the Poughkeepsie bridge. The signals will be controlled manual, with control apparatus from station to station, and also will be controlled by continuous track circuits. There will be forty signals, all style B, electric motor semaphores. Those at the entrance to the sections will be absolute and be locked against the opposing entrance signals. To allow for following movements intermediate automatic home and distant signals will be employed. No permissive entrance signal indications will be given.

The Cincinnati, Hamilton & Dayton is putting up automatic block signals on its line from Southside, Ohio, to Wyoming, seven and one-half miles. These signals will take the place of the telegraph block system, which has been in use on this part of the road for many years. The signals are three-position with the semaphore arms moving in the upper quadrant. Twelve highway crossings in this territory have automatic electric crossing bells, which will be controlled by means of the track circuits. These bells, which were made by the Railroad Supply Company, Chicago, were put up about a year ago. The C. H. & D. has just completed a new mechanical interlocking at New River, Ohio. In this plant the machine has thirty-two levers, with approach and route locking. The distant signals are worked by electric motors.

## Precaution Against Forest Fires

For the purpose of fighting forest fires, the Duluth, Missabe & Northern and the Duluth & Iron Range railroads have equipped a number of flat cars with water tanks with hose attachment. All railroads in Minnesota are taking precautions to prevent forest fires and to fight them when started.

Press reports state that construction work on the Garden City, Gulf & Northern is now under way. The projected route is from Plains, Kan., on the Chicago, Rock Island & Pacific, north via Garden City and Scott to St. Francis in Cheyenne county, about 225 miles.

Press reports show that a contract for forty miles of new line between Onaga and Marysville, Kan., has been let by the Union Pacific railway. It will serve as a connecting link for a direct line between Kansas City, Mo., and Grand Island, Neb. This new route will reduce the distance between Kansas City and the Pacific coast by fifty miles.

According to press reports surveyors of the Oregon Railroad & Navigation Co. are now at work relocating the line from Hay, Wash., south to Riparia. The new line is to have easy curves and follow one side of Texas creek, as compared with the existing line which has sharp curves and crosses the creek at a number of points.

President Charles M. Hays of the Grand Trunk Pacific, is quoted as saying that the western end of the line is to be opened for operation by September 1 on 1,365 miles, from Fort William, Ont., west to the end of the prairie section at Wolf creek, which is 120 miles west of Edmonton, Alb. A mixed train service is now in operation from Winnipeg, Man., west for 700 miles. It is expected that the first 100 miles from the western terminus at Prince Rupert, B. C., east to the Copper river will be opened about October 1.

It is stated that the route of the Gilmore & Pittsburgh will be from Armstead, Mont., west via Grant to Junction, Idaho, with a branch from Junction northwest to Salmon and another southeast to Gilmore, and that work is now under way.

It is stated that work will possibly be started this summer on the branch of the Grand Trunk Pacific from Melville, Sask., northwest to Prince Albert, and that the other branch lines north and south from Melville will be completed this summer.

The Manitoulin & North Shore will, during the present year, build between mile 13 and Little Current, Ont., about seventy miles. Surveys have been made between Sudbury, Ont., and Little Current. It is probable that this line will be built on a one-per-cent. grade, with a curvature of from eight to ten degrees.

According to press reports the Missouri Pacific has let a contract for the grading and bridging in connection with the double-track work on the Illinois division of the St. Louis, Iron Mountain & Southern. This division extends from East St. Louis, Ill., south to Thebes, 129 miles. This work will include double-tracking from Bixby, Ill., to Brownsburg, twenty-six miles; from Prairie du Rocher to Roots, twelve miles; from Raddle to Howardton fourteen miles, and from a point four miles south of Howardton to Gale, twenty-three miles, a total of about seventy-five miles. It is understood that this work will be completed by fall, ready for regular service.

## Block Signals

The report of the Block Signal and Train Control Board of the Interstate Commerce Commission is at hand and we quote in part the following information as to use and extension of the block system of signaling in the United States:

"The total length of road in the United States operated under the block system on January 1, 1909, was 59,548.7 miles. Of this mileage 12,190.6 was automatic, and 47,358.1 was manual. There was an increase of 1,387.6 miles in the length of road covered by automatic block signals over that shown in the report of January 1, 1908, while the manual block mileage has decreased 517.6 miles. The net increase of block signal mileage in the United States during the year was 870 miles.

"The reports furnished by the railroad companies indicate that, generally speaking, permissive blocking is practiced under four conditions, namely—for (1) a freight train following a freight train, (2) a passenger train following a freight train, (3) a freight train following a passenger train, and (4) a passenger train following a passenger train. On a few roads permissive blocking is practiced under all these conditions, although the fourth condition is applicable to a very small number of roads and then only in special cases. A majority of the roads maintain an absolute block for passenger trains, while nearly all of them allow permissive movements for freight trains."

# The Auxiliary

This Department is intended to serve the same purpose among the wives, mothers, daughters, and sisters of our members that the Order Department serves among our members. The rules at head of Order Department will also apply to this one. Communications for this Department should be in this office not later than the 15th of the month for use in the following month.

## Des Moines, Iowa.

Lincoln Division 20, although not noticeable in the Journal, is very much alive and doing well. The sisters gave a May ball, from which they realized the neat sum of \$80 clear. They reported a large crowd and a good time.

Our delegate has returned and will report the proceedings of the convention at next meeting.

Our President has gone to the Springs for her health. We all join in wishing her a speedy recovery.

We were pleased to have Sister Griffith, a former member of Lincoln Division, but now president of Arkansas Division, Pueblo, Colo., visit us at our last meeting. She is much pleased with her new home, and says they have a fine Division there. Come again, sister.

We were all pleased to hear that Sister Moore is still our Grand President. She is a grand, good woman.

Sisters, do come to Division. Don't do as I do, but do as I say—do come. If you sisters who are not blessed with so many "little cares" would come each meeting, there would be a goodly number. The larger number we have at meeting the more inspiration we feel, and the more good work we can do.

Sisters, just a few words from one aged in experience: Practice patience, love and solicitude toward your husband. In their every-day work they need your solicitude; when their work is over they need your love. Be always kind and gentle—don't be hasty, and above all don't scold; and if a time comes (but I pray, sisters, it won't) that the grim reaper, death, should take your husband, as it took mine, you will be thankful to be able to say, "I did my best to make him happy—I loved him well." Let your watchword be patience, love and trust, and coupled with that beautiful motto of our Order, Charity, Truth and Friendship, your lives cannot be otherwise than peaceful.

MRS. E. E. WELCH.

## Providence, R. I.

Having been elected correspondent for Rhode Island Division 228 to fill the chair made vacant by Sister Arnold's promotion to secretary and treasurer, I will endeavor to write my first letter to the CONDUCTOR.

Dear sisters, let us take you with us on our trip to Boston May 11, to the grand

convention. We met in a body at the Union Station, leaving on the 9:30 train, where we met several ladies of the New London Division, each one chatting to her neighbor. The time passed quickly when we arrived in Boston. Brothers Harrington, Helmer and Martin came along for protection and to see that we found the Quincy House in order to get our badges, books and other decorations and souvenirs. Then for dinner, and directly after that the long walk to Franklin Hall, where Mascot Division gave the welcoming addresses, which were followed by well-applauded addresses by the officers of the Grand Division—later a reception of the Grand Officers. Some then wended their way back to their home cities to return to Boston each succeeding morning. Many remained in Boston throughout the convention.

The grand ball, the liberal entertainments given by the engineers and trainmen, the trip to Crescent Park, were all very interesting.

Here I must say for our western sisters, who did not like the clams, we are sorry for you, but it is really our best treat. I know when you visit us again you will want another taste and then another dish of clams—you only thought you didn't like them.

Saturday we went to visit the floor work of Mascot Division, which was very interesting and went off without a hitch. Most of the members of Division 228 returned well satisfied with the beautiful work and a firm determination to work hard for their Division. We are doing well and will do better.

Now that the convention is over, we hope that each one has taken home to their respective stations some kindly thought, some pleasant remembrance of the New England sisters. Whenever you are near us and call we will be glad.

At our meeting on June 2, we had the pleasure of Sister Joseph's company, of New London, also of the Grand Vice-President, Sister Conlisk, of Tygard Division 106, Fort Worth, Texas. To meet her and to know her is to love her. She spoke beautifully to us. Let us cherish every word and profit by them, and hold her as our example, one woman among many.

I must tell you that Sister Ware, who attended the convention with us, has just lost a dear little son. I am sure she has our deep sympathy.

M. J. C.

**Boston, Mass.**

After the Thirty-second grand convention of the Order of Railway Conductors of America, held here in Boston, doubtless the majority of the conductors and their wives know there is such a Division as Mascot Division 59, but can the same be said of the "Don't Worry Whist Club?" This little organization has, in its twelve members, some of the most popular and capable sisters of Mascot Division, and as I write their names, I know brothers and sisters from the north, south and west will recognize old friends. First of all, Sister A. H. Brown, who is called "Ma Brown" by the crowd, who entertained the delegates and visitors to the convention with untir-

shire and Plymouth and so forth, it gives them an opportunity to take many fine trips. Everything is most congenial. Sometimes one of Sister Neal's celebrated "boiled dinners" is most heartily partaken of, or one of Sister Burns' famous "shore dinners." Sister Woodcock has also tendered the ladies a luncheon at different times; but without any exception the occasion most anticipated is the annual invitation of the president and organizer, Mrs. C. O. Roberts, to spend a week with her at her beautiful summer home, Roberta Cottage, Welk Beach, Maine. It is needless to say that all anticipations are more than realized, and dear Sister Roberts and her husband, who is one of the most popu-



DON'T WORRY CLUB, BOSTON, MASS.

ing zeal and hospitality, either at luncheons or in sightseeing trips about Boston and Cambridge; then Sister C. F. Bliss, guard of Mascot Division, and Sister G. E. Marston, past president, who also did much toward making the convention a success. The others are Sister D. A. Neal, junior sister, Sister W. F. Darling, senior sister, Sisters C. O. Roberts, R. Burns, H. G. Culver, E. E. Foye, F. E. Bowditch, C. J. Byron, and F. P. Woodcock. The object of the club is to promote sociability and, as the name suggests, cast all worry aside, letting good cheer reign generally. The members meet at the different homes to play whist, and as some live in Lynn, others in New Hamp-

lar conductors on the Boston & Maine R. R., make the most genial and hospitable host and hostess. Clams and lobsters disappear as by magic. This year the outing took place June 1 to 9, and the husbands of the members spent the week-end with them, greatly adding to the jollity and hilarity generally. Among the many pleasant happenings was the unexpected visit of Sister A. F. Conlisk, of Fort Worth, Texas, Grand Vice-President, and Mrs. Gillett, of San Antonio, Texas. The ladies were greatly honored in entertaining them as their guests at this time.

Now, brothers and sisters, when you think of Boston and Mascot Division 59,

keep a little evergreen spot in your heart for the "Don't Worries," and if you ever have occasion to visit Boston again, be assured we will most cordially welcome you. Three cheers for Roberta Cottage and Brother and Sister C. O. Roberts.

I hope some of the other Divisions will be interested to start "Don't Worry Clubs" among their members.

MRS. W. F. DARLING.

### Clinton, Ill.

There is little news of interest from our Auxiliary. We have a fair membership, and all seem interested in the work of the lodge. Our president took a three weeks' vacation and went to the Springs for an outing, which she greatly enjoyed. We were all very glad to learn that Sister Lawson is able to be out again.

Everything has been very quiet, except the sisters, and we fully expect them to soon settle down to work, even if the weather is hot and the shade tempting. We were all very sorry to learn of the death of Sister Murphy's father, and she has our sincere sympathy.

I had the pleasure of entertaining Sister White, of Decatur, recently. Hope she will come again and visit our lodge.

MRS. ANNA DOOLEY.

### Los Angeles, Calif.

If long silence were an indication of extinction, then indeed it would seem that Angel City Division 84 had long since ceased to exist.

Having been initiated the first of this year, the writer, very much against her will, was made correspondent at once, and being utterly unacquainted with the workings of the organization and an entire stranger to her newly adopted sisters, the only proper thing to do in the circumstances was to preserve a discreet silence and with open eyes and ears proceed to "get wise." Knowledge flowed in a steady stream forthwith in our direction as concerned the affairs of Division 84. The bright faced members, upon closer and more intimate acquaintance, proved to be sisters of whom one might well be proud, and a most pleasant and friendly relation exists between them all.

Our president heads her corps of officers with never failing patience and smiling good humor. The vice-president has a quiet dignity of her own which never detracts from her willingness to be generally useful. The senior sister, pleasant faced and ever gentle mannered, is ably assisted by our junior sister, who gracefully, and with keen precision performs her duties upon every occasion. Our secretary and treasurer most efficiently records the "weighty doings" of the Division, and proves as

zealous a guard to our treasury as our guard is to the doorway of our lodge room. In short, every member, for some special gift of graciousness or efficiency, deserves mention, which space forbids.

For closer social relations, a sewing circle, meeting at the homes of the members every two weeks, proves a never failing source of pleasure and adds not a little to the fund of entertainment, both for those within the fold, and prospective members. The delicious spread provided by those attending, for luncheon, and augmented by the generous hostess, is one of the salient features of these delightful gatherings.

By a happy arrangement, our lodge room is separated from that of our brothers and husbands of Division 111, by only a narrow passageway and our meeting nights are the same as theirs. Taking advantage of this fortuitous combination of circumstances, the sisters provide a palatable light lunch once a month, and at the close of the meetings a united gathering of hungry husbands and hospitable wives beguile the midnight hours. These same husbands and brothers generously return the compliment upon various occasions, and card parties add much to the enjoyment.

Early in May a combination dance and card party was given, completing the list of pleasurable entertainments provided by our sisters down to date, though many other "bees are buzzing in their bonnets" for future accomplishment.

LOU E. RALL.

### Chillicothe, Ill.

It has been some time since Fidelity Division 158 has been heard from, but I am happy to state we are still here and flourishing. We had our joint installation in January, with good officers in the chairs, followed by a fine banquet, which all who were fortunate enough to be present enjoyed to the fullest extent. Mrs. L. Waggoner delivered a very pleasing toast, which was truly appreciated.

The first of the year was sorrowful for us, as we lost, by death, one of our beloved members, Sister Laihouse. Our loss is heaven's gain—God's will be done.

The departure of Sister and Brother Summers to their new home in the far northwest was another loss. We keenly felt Sister Summer's departure, she being one of our most faithful and earnest workers, having filled all or nearly all of the chairs from president down, but we hope their move was for the best. The ladies of Fidelity Division, with their husbands, gave them a farewell surprise. A most enjoyable evening was spent with music and games, and at a late hour the ladies served an elegant supper, after which our president, in behalf of Fidelity Division, presented Sister Summers with a beautiful

brooch. We then bade them farewell, wishing them God speed in their new home.

Sisters Nurse and Layton entertained the ladies at the home of Sister Nurse in honor of Sister Weatherwax. A most delightful afternoon was spent, delicious refreshments being served. A beautiful carnation for each lady was a bright feature. Sister Rose Loorick then, in behalf of Fidelity Division, presented Sister Weatherwax with a handsome souvenir spoon. Sister Weatherwax responded with feeling. We then said our farewells, feeling well repaid for the social time spent.

I am always glad to hear from Bloomington Division 66, and know of their prosperity. Perhaps a few of the sisters have not forgotten me, as I transferred from there to Chillicothe. I am also pleased to hear from Easter Lilly Division, Peoria, as Peoria is home to me. Come again, Sister Hall.

Sister Mary Anderson, our secretary and treasurer, also our elected delegate to the Grand Division, L. A., also Brother U. L. Anderson, Brother Geo. R. Allen, delegate to O. R. C. Grand Division, and Sister Mary Allen are home again from Boston and eastern points, reporting good work and a royal good time.

We are looking forward to our annual picnic, and to be entertained by several of the sisters. The old saying, all work and no play makes Jack a dull boy—how true. The little pleasures and enjoyments we have are the bright spots in the desert of time and help to smooth the pathway of reverses and sorrows. The end crowns all; and that old, common arbitrator, time, will one day end it. God be with you.

MRS. F. L. BAYLESS.

### Concord, N. H.

We must always be mindful of the little acts of kindness, so I am sure the editor will allow me to extend the heartfelt thanks to so many brothers and sisters that it has been my rare pleasure to meet during the convention that has just been holden in the city of Boston. So many grasped my hand in such a pleasing, kindly manner, and expressed such pleasure in reading my letters in *THE RAILWAY CONDUCTOR*, and although it was not my privilege to greet Sister Gilmore, may I extend a special kind word to her for lines of remembrance, and may I also speak of the extreme kindnesses shown to us visitors during the convention days? We have been entertained in different parts of the country several times, but only the most kind hospitality was meted out to us from Mascot Division 59, Divisions 122, 157, 413 and from city officers and citizens of Boston and vicinity and railroad officials in all directions. And now I wish, through the pages of the *CONDUCTOR*, to return my sincere thanks for souvenir

cards to many brothers and sisters too numerous to mention.

In closing, I will say I have just received the picture taken of us sisters of the L. A. to the O. R. C. at the State House, Boston, Mass., May 12, 1909, and my first thought as I look at the long line is that some one of us will cross the "harbor bar" before we have the meeting day in May, 1911, in Jacksonville. So let us live right, as we all must see this life is but a fleeting day, and worth only living for the happy and pleasant part of it, and when it comes to the last of this life and we lay our burdens down, while the living sisters sing "Some Sweet Day, Bye and Bye" at the beautiful memorial service of our Order, we will hope and pray for some beautiful unseen spirit to waft the echo along in sweet influence. May God bless all brothers and sisters of the Order and especially the brothers that worked so hard for Jacksonville.

MRS. ALVIN B. COLE.

### Columbus, Ohio.

It has just been a little while since Capital City Division 3 has been heard from, and while the ink may not be dry on the pen, it will have to go to work, as there is so much to write about that I am sure our sisters will be glad to know of something going on, and also for the benefit of those who were unable to attend some of our important meetings. Of course we are looking for our delegate back with a big report, happy to tell us of the good times and the historical things, dear to the heart of every American, she has seen and enjoyed.

When Capital City Division 3 was called to order at the April meeting, a beautiful sight met our eyes—a surprise to us all—as we gathered to greet our Grand President, Sister Moore, amid a shower of palms and ferns and the colors of our Order. It was indeed an inspiring sight, and Sister Moore was at her best, heart and soul with us, in assisting us with her instructions regarding the work, and the loving advice she gave placed all who were there on a firmer idea for this grand work, of which she has devoted so much of her life. Among those to share our pleasures were four new candidates, whom we initiated into the mysteries of our beautiful work, and also our visiting sisters, namely, President Sister Smith and her delegation strong, of Division 7, Newark, O., President Sister Reed, of Swastika Division 262, Portsmouth, O., and they were well represented; also President Sister Johnson, of Division 19, Chillicothe, O. After the meeting closed, Sister Moore had the work put on for the visiting sisters, so all might be benefited thereby, as such opportunities do not often come. After the entire closing of the work all were invited to partake of refreshments in the dining room, and after many good-byes and heart-

felt thanks the Division closed the happy events of the day. Our president, Sister Wilson, entertained the visiting ladies, some thirty, with a dinner at her home, 1660 North Fourth Street; from there, in the evening, she accompanied Sister Moore to Portsmouth, where Sister Wilson inspected the Division preparatory to closing her grand deputyship of two years.

We understand that there are several housewarmings in store for the future, as several of our members have moved into their own homes, so that is another pleasure to look forward to. But while these same pleasures come daily, so also do the crosses follow; for every day of joy we have a day of sorrow and crosses to bear. Sickness has been our cross here, and Sister Higgins and Sister McCulla have been very ill at the hospital; thank goodness, at this writing, they are convalescing, and we hope to see them among us before long; also Sister Carlston, and our secretary, Mrs. Waggonier, who was ill at St. Louis. We had the pleasure of seeing Sister Waggonier at our last meeting, and are glad she has entirely recovered her recent illness, and she speaks in the highest terms of the goodness and gentle kindness of the St. Louis Division Sisters. Allow us, dear sisters, to thank you all for your thoughtful kindness to our sister while at your city.

Sisters, come to meetings more often than some of you do, for we need you very much to help our cause and we miss your faces from among us. There are at this writing 150 chances out for the raffling of a quilt that was bought for a double purpose, one to assist in building up our treasury, and the other to assist a poor old lady who finds it very welcome in the twilight of her life. We also understand that she has been a railroad man's wife; while perhaps not belonging to the Order, still we are helping the cause and our own, too.

MRS. JAMES NEW.

### Hillyard, Wash.

Crescent Division 265 sends greetings to our sisters. Our lodge, which is not yet a year old, numbers twenty-two members, but what we lack in numbers, we make up in energy. We are proud of our floor work and our Spokane sisters make us many visits and are ever ready to assist us. March 4, the Hillyard and Spokane sisters surprised our president, Mrs. Steadman, it being her birthday anniversary. She was presented with a cut glass dish by the members, after which a bountiful repast was enjoyed by all.

A whist party was given by the Auxiliary April 27, which realized a neat sum, and afforded those present an enjoyable evening.

Sister Hughes, district deputy, paid us a visit. After lodge, tables were set and all sat down to a delicious supper.

Memorial services were held April 30 by members of the O. R. C. and Auxiliary, in memory of those who have gone to a better world.

Mrs. Williams, assisted by Mrs. Wellman, entertained the members and friends at whist May 13. Those present spent an enjoyable afternoon.

The sisters surprised Mrs. Kelly, who is leaving the city to make her home elsewhere. Refreshments were served, after which the members presented her with a hand-painted dish in token of their esteem.

We are looking forward to the return of our delegate, and feel that our lodge was ably represented by our worthy president.

MRS. MAMIE McLAIN.

### East Syracuse, N. Y.

Arbutus Division 95 has started the year under most promising conditions. All the officers were re-elected, which goes to show that they work earnestly for the welfare of our beloved Order.

On June 8, we held a union meeting with Syracuse Division 148, and entertained our Grand President, Mrs. J. H. Moore. Six new members were initiated into the secrets of the Order. As a token of our appreciation of her splendid work, our President was presented with a lamp, the presentation being made by Sister Lawson in well chosen words. At the close of the meeting refreshments were served.

Sister Frankie Hughes returned from Boston with a fine report of the convention and well pleased with the hospitality of the Boston members. She was also honored by being appointed on the grievance committee.

Arbutus Division was delightfully entertained by Syracuse Division on February 15, the occasion being their tenth anniversary. We also accepted an invitation to visit Columbian Division 40 on April 1, where we were entertained in a royal manner.

The annual ball was held in February, which was a financial as well as a social success.

MRS. CORA POWERS.

### Lafayette, Ind.

As it has been sometime since a letter has appeared in the columns of the CONDUCTOR from Division 238, we feel we deserve a place now. Previous to this time, we have had no correspondent, but from this on, we will try and make a good showing. We do not aspire to deeds done for show, but to the performance of duties done in a true and sisterly manner. We have a high standard to which we are ever looking forward, and although a small band of sturdy sisters, we are aiming for that standard; and although our Division has had some discouragements, we are not going backward by any means. We feel more encouraged since our delegate has come

back from the Grand Division where she so ably represented this Division. We find sustenance in so many of the new laws and also in the good words sent us by our Grand President. We also feel honored by having our delegate appointed to the office of Grand Senior Sister during the entire grand convention. Thanks to Sister Moore.

The sisters are all enjoying good health, but sorry to say Brother Doolittle, husband of our senior sister, has been in poor health for sometime past. Also Brother Parkin is off duty at the present time, suffering from a throat trouble.

We were presented with two beautiful hand made gavels, mahogany and walnut combined, by a brother Mason, Mr. George Holt, a friend and brother of our secretary, Sister Stinson. We are always pleased to have any visiting sisters with us, so please come and see us when in the city. You will find a small crowd, but will find the spirit of harmony and love prevailing, and sisters, without that, there never was a Division prospered. Show me one. No matter how large a number you may boast of, if the members do not live up to their obligation, and each one tries to say unpleasant things of another sister, instead of good things, you will fail to have a prosperous and congenial Division. Let us try to see our own faults first.

MRS. P. A. CONNELLY.

### Hornell, N. Y.

Parkinson Division 213 is still at work trying to do its best. In the last year we have given some suppers and raised a neat little sum toward the delegate's fund, but as we had not raised enough we made a plan to ask each member to donate fifty cents instead of having another public supper which is such hard work, and it was about housecleaning time and every one was so busy. Every one was very generous and thought it was a good plan, for which we thank them.

Our little emergency fund was about exhausted, so we thought we would continue our little lunches after lodge meetings, as every one enjoys them. The members furnish whatever they wish and invite their husbands and then each pays ten cents for supper, which goes into the emergency fund—this is used to buy flowers for the sick and is appreciated by them very much.

We have been having some very pleasant times this past winter. We have been meeting with some sister on the men's meeting day, which is the alternate Thursday from our meeting, each one bringing something and then have a picnic supper, and spend the evening with the host, and some very enjoyable times have been had.

We are now piecing a quilt and it is to be crazy work, each one to give a penny

for each piece in her block, and there is to be not less than twenty-five pieces in the block, and the one that has the most pieces in her block is to get the quilt, which is to be a silk one. We expect to replenish our treasury quite a little by this venture and hope a great many blocks will be turned in. We are going to give a prize for the one attending the most meetings in the next year; the prize is ten dollars, and if tied will be divided equally among the ones that attend. We hope to get the sisters out by this plan, as we would like to have them with us, and we also need them in the work, so we hope to see them all at our next meeting. Come out, sisters, one and all, it would be a pleasure to see you and have you take part in the work, as it is only one afternoon in two weeks. Think what a short time that is and how much time between the meetings.

In the last year we have lost two of our sisters by death, Sisters Lowe and Stitt; both were great sufferers. The families have our sympathy in their sad bereavements. We also sympathize with Sister Collins in the death of her son Carl, who was a bright young man and a musician of some note.

We have just had our report from the delegate, which was fine and every one was much pleased with it. A fine time was reported at the convention and a great lot of good was accomplished. E. L. CRANE.

### Portland, Maine.

Summer is with us once more and as it is our custom to omit our meetings during July and August, the meeting held June 4 will be the last until September, and a memorable one it was. We had the honor of having with us our Grand President, Sister Moore, and our Grand Vice-President, Sister Conlisk, also Grand Guard, Sister Lowe, besides visiting sisters from Mt. Katahdin Division 225, Mascot Division 59, and Sister Gillette from San Antonio, Texas. It was a pleasure as well as an honor to have our grand officers with us, and the words of encouragement they spoke will be an inspiration in the days to come.

Our chief topic of conversation for some time previous and since then has been the Grand Division, and with one accord all say it must go down in history as the most successful session ever held, and our sisters and brothers in Boston certainly deserve much praise for the splendid results obtained through their careful planning and hard work. All those who attended the meeting of Mascot Division 59 in Berkeley Hall were indeed fortunate. The presence of such numbers, the beautiful work of initiation, and the speeches were all inspiring and aroused anew a feeling of pride that we were members of the Ladies Auxiliary

to the Order of Railway Conductors of America.

You will not misunderstand me, for we are not vain-glorious, but Pine Cone Division 67 is justly proud of its delegate, who returned to us a grand officer. We have long been acquainted with the sterling character and abilities of Sister Lowe and feel very sure it was a case where merit won.

We have found that our officers for the present year were chosen wisely, as they have proven themselves punctual and painstaking in their work, and under the leadership of our gracious and efficient president, Sister Morse, our meetings are conducted in a manner highly satisfactory.

We have recently gained three members, two by initiation and one by transfer.

Requests for three petitions were granted at our last meeting, which will bring a welcome addition to our membership.

Sister King extended an invitation to all sisters to spend a day with her at her cottage at Old Orchard, which is about twelve miles from Portland, either by steam or trolley. The beach there is magnificent and no doubt a large and happy company will enjoy her hospitality.

MRS. WILLIAM EDEVAN.

### Baltimore, Md.

Monumental Division 81 is doing good work this year, and while we cannot boast of a great many new members, we are holding on. Yes, all the brakes are down good and hard on those we have; they prove their interest and love for our Order by their attendance and co-operation in all that pertains to the welfare of our Division.

In April we took a trip to Martinsburg, Va., and it is needless to say we had a grand time.

Our delegate went to Boston and returned to communicate to us all the transactions that had taken place there. She had so much to tell that we had an all day session and a good instructive meeting, adding a little good time.

We held memorial services on June 13. The turnout of brothers and sisters was very good, considering the disagreeable weather. This has been my first attendance to such as this, and I think it noble to honor our dead. The service was very beautiful and impressive.

Death has visited the homes of several of our members since our last letter to the CONDUCTOR. Sister Clara Smith lost a sister, Sister Saylor a sister, Sister Ida Smith a sister and Sister Geary a sister, while Brothers Smith and Tierney lost mother and sister. These sisters and brothers have our heartfelt sympathy, and may God give them strength and faith to bear their sorrow.

We are glad to note that Sister Tierney, who has been seriously ill, has recovered sufficiently to be with us again.

We expect to have an outing in the country this summer, to which we shall take our husbands and families.

There is always a welcome in our Division room whenever any sister is in our town.  
Mrs. S. DOWSON.

### Somerville, Mass.

For fear it may be thought Mascot Division 59 has no correspondent, I will try to correct the impression. I was taken to task by my president for not writing a welcome before the convention, and I doubtless owe an apology to all the good sisters who came to Boston to attend, for not writing beforehand. But, sisters, (and brothers, also), I hope you found our welcome none the less hearty, if it was not expressed before you came. What a grand opportunity a convention gives for renewing old and forming new friendships. It meant work and plenty of it to prepare for our visitors, but I think I can safely say we all enjoyed their visit. To me, it gave a feeling of sadness to go into Boston and miss seeing the many badges and the pleasant faces of the wearers. To my mind, one of the saddest things in life is to say "good-bye." Here is hoping we may all meet in Jacksonville in 1911! While there were many, many pleasant features to the convention, there were also some unpleasant ones. Several of the brothers and sisters were ill, some having only temporary indispositions, Sister Bruce Hayes, of Shawnee, Okla., having measles, and Sister Thos. Walker, of Grand Junction, Colo., suffering a severe nervous shock. She is still very ill and it is reported can not be removed to her home for a number of weeks to come. We all hope her recovery may prove more rapid, for it must be very hard to be so ill, so far away from home and friends.

How beautiful and impressive is our memorial service, as exemplified the last day of the convention. As you will doubtless hear of the convention proceedings from a more able pen than mine, I give that writer the privilege.

Our hearts go out in loving sympathy to our beloved president, whose brother was called very suddenly to the "silent land," just at the close of the convention.

We surely owe a rising vote of thanks to all the brother and sister organizations who rallied to our support and helped so royally in the entertainment of our guests. May it prove to be a bond to draw us all together in closer fellowship.

Since writing my last letter we have had the pleasure of witnessing the organization of two new Auxiliaries in our district. Hurlburt Division 231 was organized March 3, by Sister Hutchinson, of New York, who gave the new Division some excellent advice, from which I should like to pass along the following admonition: Sister Guard, if

any unpleasantness or dispute arise in the Division room, *lock it in fast*, so it cannot get out. If you see a quarrel coming, shut and lock the door, so it cannot get in. I think that might be particularly good advice for all Divisions to follow.

April 14, Blue Hill Division 232, of Boston, joined our sisterhood with eighteen charter members, and admitted one more at their next meeting, Sister Hutchinson again being organizer, Sister Lowe, our own dear district deputy, being detained at home by the serious illness of her aged father.

Mascot Division is flourishing. In April five names were added to our roster. In May we received a class of eight; among the number being, Mrs. T. F. Record, of Minot, N. D., Mrs. J. D. Keen, Louisville, Ky., Mrs. G. J. Hall, Grand Island, Neb., Mrs. Geo. Goodman, Melrose, Minn., Mrs. F. P. White, Ellensburg, Wash., Mrs. F. J. Sampson, St. Johnsbury, Vt., Mrs. Lorenzo W. Bates, Cohasset, Mass., and Mrs. J. T. Knowles, Cambridge, Mass. We were pleased to present the beautiful White City floor work during initiation, for the benefit of about two hundred witnesses. To these new sisters, so far away, we send greetings, and wish we could see them often in our Division room.

Now, for fear the major part of my letter might find that dreaded waste-basket, I will close with an earnest wish for the future prosperity of the CONDUCTOR and all the Auxiliary and O. R. C. Divisions.

INEZ L. CASS.

### Suffern, N. Y.

Three months have again rolled around and the time has come to write again. Well, the convention is over and we are home again preparing to do a great deal of active work, and I just want to say to Boston, we want to come again; we did not stay long enough; we appreciate you, Boston, and you certainly did give us a royal welcome, and Mascot Division 59, we never can forget you, and I want to tell you if you ever come to Jersey City, Fern Leaf Division 247 will hold her doors wide open and let every one of you in. Success to you and yours. Well, after we left Boston, Brother Ross, who was running the train, came through and said to the delegates, and there were twenty-two of us, that we were wanted at New Haven. We stopped off and were met there by Brothers Rowe and Russell, of Elm City Division, who toted us to the hotel for dinner and we did do justice to that chicken and all the other good things, after which the sisters were given souvenirs in the shape of small rubbers, and the brothers cigars, etc. Then we were invited out to a special car, which stood in waiting. We got seated, and with Brother Russell for guide, who explained and pointed out all places of interest, and

may be we just did not "rubber." We saw almost everything that could be seen, the famous East Rock, after which Division 220 is named, Yale, and all the beautiful surroundings. Certainly, Brother Russell, your City of Elms is beautiful to look upon. Thank you, Brothers Russell and Rowe, for the good time you gave us, and after all this they lunched us and bade us good-bye, and we returned to our homes feeling that we had benefited in our meeting together. Boston and New Haven hospitality will long be remembered by those who were there.

Our Division is prospering. We have had two initiations and expect two more since our last writing.

We held monthly ten cent socials all the year, the money to go towards sending our delegate to Boston. They were very successful, a neat sum being realized.

Now, sisters, who do not attend meetings, come out; we need you, every one; your president cannot do the work unless you do attend. I wish every conductor's wife might feel it her duty to join the Auxiliary. We have had some misfortunes which have kept some of us home, but we are getting around again all right. Let us ever be kind, doing with our might what our hands find to do, with charity for all, malice towards none, and love to each and every one.

MRS. CHAS. BOUGHNER.

### Grand Rapids, Mich.

Rapid Transit Division 45, L. A. to O. R. C. desires, through the columns of the CONDUCTOR, to extend greetings to the brothers of the O. R. C. and to all sister Divisions of the L. A. to O. R. C. of America. May the good work in each of our beloved Orders continue until every conductor becomes a member of the O. R. C. and every conductor's wife an Auxiliary woman. We cannot deny the fact that there is no class of women organized in this country today whose work is as important as that of the Ladies Auxiliary to the Order of Railway Conductors of America. When we consider the great army of men who are connected with the railroads of our country, many of them whose petitions are in the hands of committees, waiting to be admitted into the O. R. C., it convinces us of the fact that the personal work in each of our respective Divisions cannot and must not be overlooked, but we must continue to work that we may be able to reach the wives of these men to whom we are so closely united. Nor is this all; for we find, upon making a careful investigation, that there are a great number of members of the O. R. C. whose wives are not identified with the Auxiliary, many of whom have not been solicited to cast their lot with us, whilst many have expressed a desire to join us, but are simply waiting for a better

opportunity to understand its teachings. Though we have advanced rapidly during the past years, yet there has been no time in the history of our Order when personal work is as necessary as at the present time. Therefore, we should all put our shoulders to the wheel and push with all our might that we may be able to reach out and bring new members into the fold, and thereby enlarge our membership, and when we have accomplished this, each one work to make her Division the banner sisterhood among them all. In every walk of life, work is necessary in order to obtain success—also that we must work faithfully for the object of our desire, and especially so is it necessary in our Auxiliary work, but often a great many of our well-meaning sisters have a “wish-bone” where their “back-bone” ought to be. We may often have laid our plans carefully to accomplish an object, but the success can only be brought about by our own efforts, and this is personal work. How often a slight discomfort or inconvenience can turn us away from the face of duty we owe to our beloved sisterhood; and while we are continually advising others, let us not forget to watch our own movements if we wish to be a successful worker. There is no reason why every sister should not be proud of the organization and loyal to her charter; therefore, let us urge every one to read daily the sacred obligation she accepted when she became a member of her Division and try to live up to it; try to encourage our officers in their many and trying duties; ward off, if possible, all personal grudges that creep into our Division meetings, which often cause bitter dissension and hard feelings. Assure your president of your hearty co-operation at all times, which would be an inspiration for her to do larger and better things. Don't be a “vampire”—the destroyer that follows closely upon the path of the builder and tears down every good and honest purpose. Are you a “fault-finder,” a “flaw-picker,” or a “trouble-monger” or one who courts dissension? If so, then read the eloquent plea made by our Grand President at the last convention for harmony and peace and for the advancement of our Order. Her words were well chosen and full of wisdom, and we wish that every sister might read them. She exhorted every one to be loyal to their sacred obligations. There is no other way you can keep up your interest or help your Order. It is certainly a great privilege to be an Auxiliary woman; therefore be loyal. Loyalty means fidelity, or the complete sundering of self to the work in hand. Whatever the duties are they must be done with loyalty to your Division. No sister stands alone, but has a relation to every other sister. Loyalty is like the weather vane on the steeple which gives its face to the wind, no

matter from which direction it comes. The loyal sister will always face duty, no matter what the cost. If the spirit of loyalty is in your soul it is bound to come out, and like the sun, is ready to put its warm touch on everything it can reach and not blot every effort put forth to help the sisterhoods. If you are loyal and the sister next to you is loyal, think of the spirit of enthusiasm that will run through your Division meetings, and there would be no end to the work you could do. Loyal people are the only ones that even the Lord can depend on. Loyalty brings out a sister's power to action. Be active. Don't wait for some one to do your work for you. Don't look for an easy time. Don't be a dead Auxiliary woman. There is a great difference between the dead and those who are alive. Show me a weak Division and I will point out the cause of its weakness—dead members. It is up to you, sister, to make your Division a strong one. There can be no such thing as a luke-warm member, or half-hearted activity. Loyalty, activity, and responsibility—these are the three essentials which every member must have if she is going to help save our Order.

At our last meeting, Sister Leona Quigley delivered her report of the proceedings of the convention, which proved an interesting document, and was given a rising vote of thanks by the officers and members. Boston certainly did herself proud by the manner in which she entertained her guests at that time.

Boston Division 122, O. R. C., and Mascot Division 59, L. A. to O. R. C., are to be congratulated on the art of entertaining, as they spared neither pains nor expense to make the joint convention a memorable occasion for the conductors and their wives while they were their guests.

One of the most beautiful features of the brotherhood of man for his fellow man of the rail was never portrayed more loyally than when the locomotive engineers and firemen, of Boston, entertained their brother conductors and their wives assembled.

After the reading of Sister Quigley's report, Sister Hawker, who attended the convention, gave an oral description of the many historical sights around “The Hub,” which proved extremely interesting to all present.

Our Division is moving along steadily, and we are looking forward with pleasure to our annual picnic.

We all mourn the death of Brother Clarence Powell, which occurred on the opening days of spring, and who will be greatly missed, for his kind, genial smile always brought sunshine into our lives. Sister Powell has the sympathy of all the sisters of Division 45 and also of the brothers of Division 102.

CLARA R. ROUSE.

# The Order

This Department is a Forum in which the members can discuss matters of interest to our Order and its members. The editor does not assume responsibility for the ideas expressed by the correspondents to this Department. Personalities, intolerant expressions, detailed descriptions of entertainments or funerals, lists of committees, and matters of purely local interest can not be used. News and communications upon matters of general interest are cordially invited. Write on one side of paper only. No communication will appear unless the name of the author is furnished us. Communications for this Department should be in this office not later than the 15th of the month for use in the following month.

## Pittsburg, Pa.

Final arrangements having been made and everything completed for the fifth annual union picnic of the twenty-six Divisions of the Order in and around Pittsburg, the executive committee wish to have every O. R. C. man in this district made familiar with that fact. Brother John Dinges, who is the secretary for the committee and represents Division 114 on that committee, assures me that it will be a record-breaker, and judging from the interest and enthusiasm manifested, he must

Olympia Park at 10 a. m.; leave the park at 10:15 p. m., arrive at Connellsville at 11:20 p. m. Brother John Ward, of Glenwood Division, has charge of this part of the arrangement and has secured a very low rate for conductors and their families. The P. & L. E. people can get off at either McKeesport or Boston and take West Penn electric cars to the park, which is just a few minutes' ride from either place; those coming on the Pennsylvania Lines, west, or the B. & A. V. division, can continue on to Wilmerding Station on the P. R. R.,



SCENE IN OLYMPIA PARK, NEAR PITTSBURG, PA.

be right. A more suitable location than Olympia Park, the place selected for this year's picnic, could not be found, as it is centrally located and has, without a doubt, the best transportation facilities of any amusement park within the territory comprising this district. Those coming on the B. & O. can get off at Versailles Station, which is just a few minutes' walk from the park entrance; trains leave Water Street Station, Pittsburg, about every hour for Versailles. A special train has been arranged for on the B. & O. for the accommodation of those east of the park to leave Connellsville at 8:30 a. m., arriving at

where they can get trolley cars every few minutes for McKeesport, at which point they change to W. P. Ry. cars for the picnic grounds.

The park will be open to conductors, their families and friends from 10:30 a. m. to 10:30 p. m., during which time good music has been provided for in a splendid dancing pavilion, 50x80 feet, with an upper deck promenade; there is also a theater with a seating capacity of 1,800, together with the usual roller coaster, carousel, skating rink, miniature railroad, etc., that go with the summer amusement park.

For those preferring to carry and pre-

pare their own lunch there are many quiet little nooks, shady retreats and dining pavilion equipped with pure well water and kitchens with stoves for the free use of small picnic parties. Those coming from a distance who do not care to be burdened with a picnic basket, will find ample provision for all their wants at a specially equipped inn provided for that purpose, where good meals can be had at reasonable rates.

The executive committee are becoming more enthusiastic in their work each year in arranging for these summer outings, which have become a fixed feature of this

picnics, the arrangements will be much better this year than ever.

The program calls for a number of events in which valuable prizes will be distributed among the winners. A ball game is scheduled to take place between a team of all conductors, made up west of Pittsburg, and a team made up of all conductors east of Pittsburg, which promises to be very interesting. There will also be a pipe race open to O. R. C. men only; an egg race, potato race, and other races, open to conductors' wives, daughters, etc., in all of which prizes will be contested for, which will be an extra incentive to win.



ANNUAL UNION O. R. C. PICNIC, PITTSBURG, PA.  
Group of Veteran Conductors.

district, for the reason that these picnics offer, in addition to a day's outing for conductors and their families, full of clean, healthy enjoyment, a grand opportunity for a more general acquaintance and its resultant better fellowship and fraternal spirit. About the only thing to prevent these picnics from probably breaking all records in point of attendance, is the fact that trains must keep moving and conductors cannot shut up shop for a whole day like some organizations and all go in a body; however, the attendance is becoming greater each year, and there is every reason to believe this one will be the greatest ever, and owing to experience gained from former

The two pictures herewith are groups that were taken at the last annual outing. One is a group of all twenty-five year and over conductors, the other is the two ball teams taken after the game; also two cuts showing some of the interesting views of Olympia Park. The miniature railroad will no doubt be enjoyed by many junior conductors, who are expected to accompany "dad," and will give them a clearer idea of train work than the conductor's son who took a trip over the road with "dad," as there will be no occasion to make remarks about broken seals or bad order cars.

It is the expressed wish of the executive committee that all conductors, all conduc-

tors' wives, all conductors' sons and daughters, and all conductors' friends who can possibly get off for the day, August 19, will be present and participate in the day's enjoyment and help to make the day a date from which future events can be reckoned, and especially urge on all conductors that can be present to help mix things. We want every conductor within a radius of 200 miles to get personally acquainted with every other conductor in that district, and as many more outside of that as can see their way clear to be present.

Do not forget the date—August 19.

Those desiring further information may

on a personally conducted excursion, Denver to Arrow and return (seventy-seven miles, and the limits of the justly famous "one day trip, from summer's glow to winter's snow), on Saturday, May 29, incidentally partaking of the menu with which the eating house, operated by Mr. Burke, and under the direct supervision of Manager John Posey, opened its season, which included such delicacies as venison and mountain trout (out of season, of course, but obtainable from private preserves at prices above the average conductor's reach), besides the regular fare of an up-to-date hotel. This was, you understand, down on the Pa-



FOURTH ANNUAL O. R. C. PICNIC, PITTSBURG, PA.

Opposing Base Ball Teams and a few fans.

address Brother O. Irwin, chairman, 53½ Pittsburg Street, New Castle, Pa., Brother J. R. Dinges, secretary, 6846 Kelly Street, Pittsburg, Pa., or their own local member of the committee. J. B. GAUSS.

### Denver, Colo.

Something like a month ago most of our members, who are on passenger trains, both here and within a radius of some hundreds of miles east, received an attractively and very neatly gotten up and worded invitation to be the guests of the traffic and operating departments of the Denver, Northwestern and Pacific Railway (the Moffat Road)

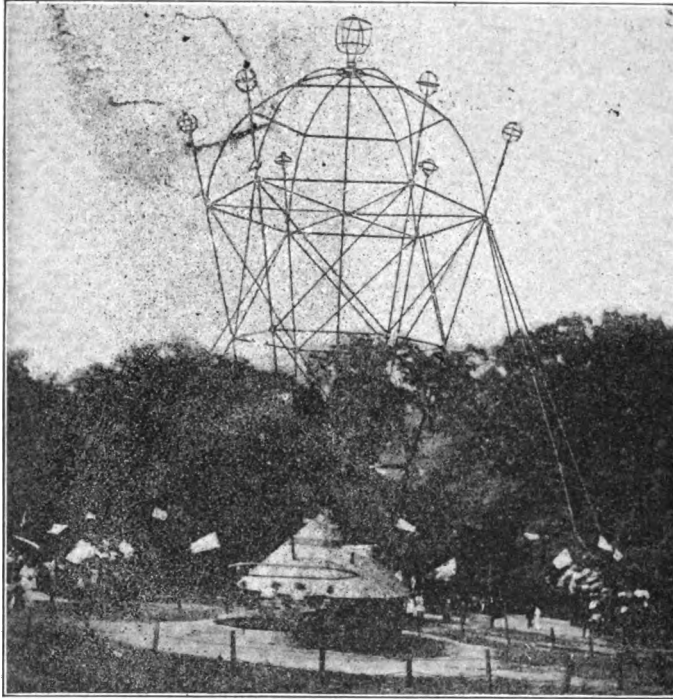
cific slope of the Continental Divide, eleven miles, and to while away the time going and coming, there were also furnished plenty of cigars of the "two for a quarter" variety, White Rock Water, and "so forth"—all dispensed lavishly by a special porter under the direct supervision of representatives of the passenger department.

Well, yours truly was remembered a day or so previous (I give the credit to Brother George Barnes), and on going to the depot in plenty of time found Assistant General Manager Simmons, Trainmaster Dickson, Passenger Agent Wertzberger, Publicity Agent Kelly (I guess that would be the right title), and the oldest conductor on the

road, Brother G. H. Barnes, and twenty-seven representative passenger conductors, mostly from Trunk Lines running east: Rock Island, Burlington, Union Pacific, and there was one brother from Old Mexico, one from Binghamton, N. Y., one from Atlantic City, N. J., and one from Hoboken, N. J., and besides local members from Kansas City, Mo., Council Bluffs and Fort Dodge, Iowa, McCook, Minden and Omaha, Neb.; Rock Island, Ill., Goodland, Kan., Colorado Springs, Colo., were represented—oh, yes, the Atchison Road, and Pueblo, Colo., too, and a Maple Leaf brother. A

was responsible for the work, safety and success of the road. Not that it should not be that way, and no criticism is intended on other men or other roads, but in all truth, I, personally, never saw the "esprit du corps" so plainly apparent. "It looked good to me." "Everybody works, even father," on this road, to paraphrase the one time popular song. Naturally, the tremendous enterprise is succeeding.

I will not attempt to describe the trip or the beauties of it. They have an advertising department, but I will say that it has to be seen to be understood or appreciated.



CIRCLE SWING, OLYMPIA PARK, NEAR PITTSBURG, PA.

comparatively small bunch in number, you see, but they made it up in enthusiasm, and one and all now and hereafter, they will be boosters and rooters for the Moffat Road and its management. Talk about enterprise, who but wide-awake and generous western officials would have thought of, much less carried out, such a trip? This was in a sense local, but the best and beauty of it all was, and is, to see the good will and harmony and thorough good feeling very apparent between the officials and all employees. Each and every man seems to think, feel, act and work as if he in person

Perhaps there may be a few places and a few members that have to "buck snow" on May 29, but when I tell you we got stuck in a drift higher than the tops of the coaches, even while the fifteen-foot-in-diameter rotary snow plow was only fifteen minutes ahead of us, and a couple more of the monster engines used had to come down from the summit to our rescue, and "helped" us to the 11,600 altitude above the sea level that the road attains, you may imagine what the "boys" get up against in the winter time.

F. D. ELLIOTT.

**Highland Park, Ill.**

The following donations have been received at the Home for the month of May, 1909:

O. R. C. DIVISIONS.			
235.....	\$12.00	490.....	\$ 5.00
261.....	12.00		
TOTAL.....			\$29.00
L. A. C. DIVISIONS.			
41.....	\$ 5.00	217.....	\$ 5.00
60.....	2.00		
80.....	2.00		
TOTAL.....			\$14.00

**SUMMARY.**

L. S. to F. Lodges.....	\$ 68.00
O. R. C. Divisions.....	29.00
B. L. E. Divisions.....	190.95
B. L. F. & E. Lodge.....	10.00
B. R. T. Lodges.....	151.65
L. A. C. Divisions.....	14.00
G. I. A. Divisions.....	85.25
L. A. T. Lodges.....	59.00
James Costello, No. 270, O. R. C....	1.00
Alfred Lunt, No. 456, B. R. T.....	1.00
F. S. Barnes, No. 28, B. R. T.....	1.00
J. McQuaid, No. 39, B. L. F. & E....	1.00
Ray N. Watterson, Danville, Ill....	1.00
Augusta Statzer, Danville, Ill.....	1.00
W. J. Van Hess, No. 193, B. L. E....	2.00
Mrs. Ed. Kifferley, Philadelphia, Pa..	5.00
Bowen W. Schumacher, Highland Park, Ill. ....	1.00
Proceeds of a ball given by No. 9, B. R. T.....	45.00
Proceeds of a ball given by No. 55, B. R. T.....	50.00
Proceeds of the 6th union meeting by No. 236, G. I. A.....	3.00
Proceeds of a cinch and dance given by No. 191, B. R. T.....	20.00
Y. J. Merriman, No. 237, B. L. F. & E.....	10.00
Patrick J. Hewitt, No. 46, O. R. C....	5.00
D. W. Mulvillhill, No. 47, B. L. F. & E.....	1.00
From members of No. 236, B. L. F. & E.....	31.20
F. G. Gilbert, No. 473, B. R. T.....	.75
J. C. Herricks, No. 604, B. R. T.....	.25
TOTAL .....	\$788.05

Respectfully submitted,

JOHN O'KEEFE,  
Sec. and Treas.

**Columbia, S. C.**

I have read the letter of Brother C. H. Westover in the April number of the Journal, and I am quite sure any one who has read his letter will agree with Brother Westover that his scheme is the only way of solving the problem in regard to lost Division cards. I believe it to be the very best thing that I have ever read or thought of for the protection it affords the brother who has lost or had his card stolen, as is

often the case. The brother states facts when he says they often find their way into wrong hands, and unscrupulous rascals knowing what they are would not hesitate to use them in any way for their own benefit. But the brother's solution does away with all of that old "biz." Now, when a card is lost, or stolen, and shoved up to a conductor, he simply pockets the card and forthwith forwards it to the Grand Secretary who will return it to the brother to whom it belongs. I hope this scheme will be made a law at our Grand Division.

P. R. GIBSON.

**Roanoke, Va.**

Owing to the Rip Van Winkle sleep the correspondent of Stonewall Jackson Division 210 has been indulging in, the CONDUCTOR has failed to hear from us.

The Boston convention is over and is now a thing of the past. The great and good work accomplished there will live as a monument to the great body of men who composed the convention. The delegate and visitors from Roanoke have returned, and they bring a glowing report of a grand time they had, and how royally they were entertained in Boston.

The election of Brother T. A. Gregg, of this city, as a member of the staff of grand officers, meets with general approval throughout the south. We don't think a better selection could have been made. He has been the salaried chairman of the O. R. C. on the Norfolk and Western System for the past seven years, and the great work done and accomplished by him for our Order speaks for itself. It will be good news to the membership on this system to know that he will not leave Roanoke, but this point will be his headquarters. The next most important question to us is who will succeed Brother Gregg as general chairman on the Norfolk and Western railroad. Several names have been mentioned to the writer, and some of them would make good men, but what we want is the man who can fill the bill and measure up to the requirements that will be expected. We don't care to what Division he belongs, what we do want is the right man.

The panic that "blew in" upon us about two years ago is still in evidence, and we are still subjecting ourselves to the mighty hatchet that does the pruning. On one division out of Roanoke crews have been reduced from about twelve or fourteen to four, and the business continues to drop off. On the coal runs our boys are making fairly good time. We are still looking and waiting for a renewal of business in the near future. We hope for a general restoration of business on this road soon.

We have had several sick members to look after recently, but glad to say there is a general improvement for the better with

all of them. Hope to see them out at Division meetings when they recover.

The Virginian Railroad, a new road being built through our progressive city by the late H. H. Rogers, has been able to take care of some of our conductors who were cut off on the N. & W. R. R. They have started business, and the future looks bright for a new road.

We hope these few lines will find their way to our regular correspondent's home, and when viewing them he will awake and realize that he holds a very important position, and unless he gets busy is liable to lose his job.

Brother T. J. Northcross, one of the most popular and widely known insurance agents in the country, was in town recently and it kept him busy shaking hands with the boys.

Several of our boys went down to Johnson City, Tenn., last month and assisted in organizing a new Division at that place. They report a fine time, and are loud in their praise of the C. & O. boys.

We understand a movement is on foot among the boys to have a grand picnic at Mountain Park this summer. We haven't heard the particulars.

I will close by extending a cordial invitation to all brothers coming this way to visit us at our hall on Jefferson Street every Monday night. The latch string is always hanging out. C. F. PETERS.

### Wilmington, N. C.

After several years of agitation and adverse legislation by the law-makers of various states, and when we are on the road to recovery from that depression and the railroads are resuming the intended improvements and the country is settling down in an endeavor to push prosperity and asking for a respite and to be allowed to breathe, free from this unholy agitation, and while all well-wishers had joined in that much desired condition, we are reminded of the unhappy past by Brother Scates, of Teague, Texas, who comes to the front in the May CONDUCTOR with an article that is worthy of a better cause. The article, no doubt, is true in certain cases, but why make such sweeping statements and class all roads as unjust, for such is not, nor has it been the case on certain systems. The brother's advice, if taken, would cause all employees, if while silent, to breathe an air of disloyalty, and, "a house divided against itself cannot stand." How does the brother expect the roads to succeed and pay the employees a living wage when these employees are asked to do nothing to help a cause that is furnishing a living for 1,500,000 employees and their dependents—in round numbers, 7,500,000 souls whose daily bread depends on the earning power of that 1,500,000. The writer may be ultra-con-

servative, for he has ever felt that, if working for a living, the business should be conducted satisfactorily to those who are entrusted with its management, and because of a personal grievance the whole fabric should not be condemned as vicious.

The brother says we are laborers selling our labor and not our citizenship, and that is true, selling our labor to the best advantage, and but few would refuse if a better offer was made; but when we sell our labor, that sale carries with it a duty, and he who fails is receiving money under false pretense—he is living, so to speak, a double life. What business could prosper with a member of the force publishing to the world that the management was a fraud and what they say "is all rot?" It is to a considerable extent such talk that has brought about this antagonism and adverse legislation. How does the brother know that what the management says is not true? Has he access to the books and has he found facts that contradict the sworn statements? Has the management perjured itself? He is making a broad assertion from surmise, while the official statement is a sworn document from the official records. The brother hammers the roads for the promotion of two of their best men—surely he does not expect these promotions from the inferior men. The writer has known men who were active in behalf of the company's interest from purely a loyal standpoint and with no hope or anticipation of reward. He tells of the Golden Rule having been forgotten by the officials and then proceeds to give advice along the line he censures the road for pursuing. Be consistent, brother, and when you fight, do not blame the other fellow for using your weapon. He advises us to allow the rates to be reduced and make no effort to stay the reduction, because some of us may some day be raising and selling cotton, and in case we do, that few will want reduced rates, etc. So, because of a possibility of that few the remaining 1,500,000 must work for the existing wage. If our experience holds good in Texas, when the roads are prosperous, our committee can go to the management and show that we know what is being done, and we get what we ask for, or a part of it, but when adverse conditions exist, the committee have not been so unwise as to ask for an advance. It will be time enough to fight for future conditions when we are a part of that condition. Read E. W. Horton's "Be a Booster," page 217, and Member, Monroe, N. C., page 221, in the May CONDUCTOR, and see if there is not food for thought.

Brother, let us not continue this agitation, but get together for a common good and work for our uplift, and when we get to farming, banking or preaching, it will then be time to work for a reduced rate on commodities that are not now a part of us.

Since the rate question has been settled, the conditions on the road have greatly improved and the life of a conductor has assumed a normal condition, and we are really having a time for which the writer asked in the April CONDUCTOR. Our crop conditions are favorable and we hope to give a good account of this territory when harvest time comes.

Business is good and our men are satisfied with a few jolts that will be remembered when our general chairman returns from the Grand Division, which is now in session in cultivated Boston, where the spirit of freedom shone on the spot where Bunker Hill now serves to edify the uninitiated.

President Taft is today telling the citizens of Mecklenburg County, N. C., what he knows about the principles of freedom, assisted by those people, May 20, 1775. The sentiment of President Taft will go a long way toward reuniting a country that should be one and "right or wrong, my country."

The A. C. L. is building concrete piers and will abandon all wood work and replace same with steel over the Pee Dee, Wateree and Savannah rivers, and it is estimated that it will require over a year to complete same and will cost over \$1,500,000.

LAFAYETTE.

### Los Angeles, Calif.

I have been patiently waiting for our correspondent to break his long silence and give the readers a short talk as to what is transpiring at Los Angeles Division III, but as yet stillness reigns. Now, brothers, we are not dead, neither are we "spacheless." Far from it—we are cosily situated in our new hall in the Walker theater building, between Seventh and Eighth Streets, on Grand Avenue. Our attendance is above the average and all are alive to the best interests of the organization.

Brother John Golden is in Boston representing us in Grand Division and we are all hoping that good and beneficial results will emanate from this gathering. There are many matters of vital importance to be discussed and passed upon there, and while we may be disappointed in our wishes, that which will benefit the greatest number should be accepted in a spirit of good fellowship, and no doubt will be. And we should not allow selfish desires to enter our minds. Only that which is right and fair should be our watchword, and our firm resolve should be to uplift and extend the hand of fellowship to all, harmony being the strength of all organizations, and more especially of ours.

One thing is certain, we should all cultivate the disposition of fairness to the railway corporations, too. Antagonism will avail us nothing. The article written by Daniel Willard, third vice-president of the

C., B. & Q., contains much to ponder over. The writer at one time was called to Mr. Willard's office in New York, and the feeling inspired for this gentleman upon that occasion could never be other than the highest, and with the most profound respect I wish to say, as a man he has no superior, and as an official, for fairness and thorough knowledge of his business, he ranks among the brainiest this country produces. I regret there are not more men of his stamp. When we stop to consider the vast amount of money it requires to maintain a piece of property like the C., B. & Q., Erie, Southern Pacific, Santa Fe—I could mention many more—it is only fair and right that good and efficient service should be demanded. Get the "Outlook" for February 27, and read carefully "The Building up of a Great Railway System," by Frank H. Spearman, and then kindly take off your hat to E. H. Harriman, who is most certainly a peer among railway magnates and should be given the support of every man in his employ, to further his interests.

Politically and socially, I have been a member of the Order of Railway Conductors for the last twenty-three years and have worked hard in behalf of the organization, but have always done my work honestly for the interest of the corporation by which I have been employed. At times I have been antagonistic to corporate interest when I believed the corporation was not dealing fairly by its men, but in later years I have been thrown into contact with the officials in such a manner that I understand they would not be loyal to the men who employ them if they did not keep a close watch on the men and deal out the discipline that is necessary to bring favorable results. And I am confident that the sooner we show good fellowship to our officials the sooner they in turn will accord us the treatment we desire.

Brothers, the many changes that have taken place in the last twenty-five years are beyond conception. The advancement is wonderful. Let us keep in the procession. We are advocating better pay and conditions; let us accord the railways the same privileges, and when we can assist them in getting better rates in freight and passenger departments, the improving of their property will surely follow. Do not try to kill or cripple the "goose that lays the golden eggs."

But to change the subject, I wish to say, we of Division III are glad to have the brothers coming this way call on us, and will try to show to all the courtesy due honored guests. We are getting new members occasionally by transfer and petition, and believe that sunny California, more particularly Los Angeles, is the grandest place on earth. The sunshine and flowers are always with us. Our sisters of Angel City Division 84 meet just across the hall

from us, and the "big feeds" we have at times would do you good. They are as fine a bunch as you could find in years of travel, and we know from happy experience that they know their business when it comes to entertaining. (Your Uncle Fuller knows from personal experience.)

We have a membership of about thirty-two yard men. Our general yardmaster at night, J. J. Payne, understands his business and will "call you down" hard if you do not "toe the line" properly. R. J. Weston, another brother, assists him. Charles Henderson is day assistant. Brother O. D. Guire is the general yardmaster at Colton. Brother Charles Donnatin looks after business at Indio. I regret to record the misfortune that overtook Brother Al. Miller, our assistant yardmaster at the Arcade station. About three weeks ago he suffered a stroke of paralysis. At the present writing he is slowly improving and we hope soon to see him at his accustomed place, fully recovered.

"UNCLE FULLER."

### Birmingham, Ala.

I will claim a little more space to continue my last letter, in regard to the action of Congress on the tariff. Both houses have made a farce out of this special session of Congress that was called to relieve the industrial conditions of the country. They have been in session long enough now to have done what they were called there to do, three times over, and it seems that the end is not yet in sight. They care not how many people suffer, how many industries are shut down, or how low the business of the country gets, or how much of the public funds they squander. It seems that they have no thought for the people at large. I saw a statement in one of our papers where one of the senators said "they did not go there to make laws for the public, but to make laws to suit themselves," and this seems to be a fact.

Clearly, it is not a high or a low tariff on imported goods, not the lack of a few more almighty dollars in trade that drives men from the great industrial centers of our country, but it is the uncertain condition that shuts them down. The condition that our law-makers have drifted into, of political rot, self greed, and the "public be d—d," is their watch-word. Seven-eighths of the laws in existence are worse than worthless, seven-eighths of our public servants are but so many flunkys kept for show, and who eat out our substance. Let us reduce the weight of government some hundreds of millions, and we will find ourselves in a better condition when we cut out this show. There will be no need of a tariff to raise money to run this government if we will but cut out all the useless flunkys. When the great body of the senate meets there will be no need to stay

there six months and quarrel over their selfish schemes to rob the people. Of course we need and must have a government, and must have men at the head, but what we need is statesmen, not politicians. I am sorry to say that the old-time statesmen are only found in history now.

There are two forces that are grinding labor down into the dust—government and monopoly. The first robs it of nearly half its scanty earnings, the latter takes most of the balance. First or last, directly or indirectly, labor pays every dollar of taxes. Tariff excesses, state, county and municipal expenses, and what do we get in return? The privilege of suing or being sued, and paying too much interest to put a mortgage on our home if we have one. If there were more wheat, corn and pork raised, and fewer politicians, there would not be so many people in the show, drawing the life blood from the producers. When the great body of the American people can be made to understand that every penny collected by whatever method by any department of government comes out of the scanty purse of labor, the only source of wealth, then we may hope to hear of political issues that will mean something. When the American laborers come to understand that they are the power that they should be, and take hold of things in a way to make the great government of this country serve us instead of a lot of salary grabbers, then we may have a place that we may say is "A Land of the Free." For a number of years every political party has been promising that its wisdom would soon transform night into glorious day. Do such promises keep the blatant beast of want from our doors? No. If the idea ever reaches the dull head of the laborer that he must be sacrificed to save the country, that he has no place or no say in the scheme of government, that he must become a hungry slave when there is plenty all around him, then we will witness a reign of terror that will take double-shotted batteries and a forest of bristling bayonets to stop. Here in the south, where some of the largest industries of the world are located, where the great iron and coal fields employed a great army of men, where millions of money has been spent to develop the country, where there are thousands of half-paid-for homes—now all this great wealth is idle. Everything is shut down, mortgages being placed upon the homes of the laborers. Ask the cause. The answer will be, as soon as the tariff question is settled and we find out where we are at, then we will start up. Now, if this is not a crime on the public, I fail to find what a crime is, and on top of all this the states still keep up a war on the railroad rates. It seems that a few mormosets governors, after they have all the wealth they need, want to drive the railroads out of business, or their employer to starve. The great fault

of our hard times is, we have fallen into the habit of making the United States senate an old folks' refuge, or asylum for senility, sending to the lower house of Congress pettifogging attorneys, and it is a small wonder that the country is drifting to the d—l. There was no political issue before the people at the last election, so they made one—a change of the tariff, and now the whole country has to suffer for it. The tariff is the bone of contention with both parties, for if there is no issue, politicians must go out of business. One party insists on tariff for protection, the other for revenue; now where is the difference so long as both parties regard the public treasury as their oyster? If one party accumulates a surplus, the other wants to spend it. If one party creates a deficiency the other wants to create a surplus, and some one must suffer for all this nonsense. The senate should do something to put our idle factories to work and give the laborers a chance to earn a fair share of the wealth for themselves. The poor man has naught to exchange for life's necessities but his labor, and if at times that becomes a curse, what is left him but to steal or starve? If every workman was regularly employed, the results would be better markets, more comforts to the millions of laborers, and the dignity of labor, anent which the politicians (office seekers) prattle at elections, would in time become something more than an iridescent dream. The laborers would have more leisure to battle with the demon, ignorance. Soup houses and penitentiaries would practically disappear. Where now stands the hut, they would raise a cultured home, and confidence and faith in our Republic would return. M. H. FLESHMAN.

### Alton, Ill.

Please allow me space in the CONDUCTOR to thank Brother W. J. Ross for the prompt payment of my policy in the Conductors' Protective Association.

J. B. QUINN.

### Knoxville, Tenn.

Division 139 meets every Monday at 9:30 a. m. We usually have a good attendance, especially since we had to make some of our good brothers attend. Business continues to decrease rather than increase in this part of the country and the good old prosperity you heard about prior to last November has not reached here yet.

We had the misfortune to lose our oldest conductor a few days ago, Brother Jno. Moore, who was eighty-two years old.

We have a new superintendent, Mr. R. E. Simpson, late superintendent of the Asheville division. Ed. is O. K.—he used to be a conductor. We have two ex-conductors as superintendents with headquarters here.

Mr. W. M. Duel, superintendent of the Coster division. Former Superintendent C. L. Harris has been promoted to general superintendent of the St. Louis & Louisville Lines. We hated to see a good fellow like him go, until we found out we got Ed.—no one can be hurt by the change. It looks like the Southern thinks it takes a good conductor to make a superintendent, and truly it does, because a conductor has to be a superintendent while he is running a train—it really takes a better man to do the work than it does to do the bluff; not every conductor has the bluffing quality to make a superintendent, for the superintendent has to talk below the belt sometimes to get results from engineers, dispatchers, operators, agents and other employees who have to be made to do, more especially if the superintendent hasn't got a good set of conductors to line 'em up.

We are all here, but what is to become of us, God only knows. We have so many conductors that oftentimes three go out on one crew. Seniority is so strict that the oldest available man goes out regardless of when he came in or a committee waits on the superintendent and asks him to discharge the trainmaster for not carrying out the contract. The oldest brakeman looks over the shady side of the train in each direction in summer, and in winter the sunny side. What graft, a combine, a trust! Watch it grow. But the older man tells you when he dies you will probably stand for his run—the trouble is you will be starved before he dies. After all, contentment is all there is in it, and we have very few kicks. The man that does the least seems to be more contented than the fellow that is mad because he can't double the road, and cusses the sixteen-hour law.

RIP RAP.

### Dodge City, Kan.

In reading the different letters published under the head of "The Order," covering about every subject a railroad man could think of, I have wondered why so little has been said about our insurance. It would seem that there should be nothing of greater importance than the protection of our wives and little ones. There is no fault to find with those entrusted with the care of these funds, but there is fault to find with the members in general that they do not adopt some plan whereby a policy will not be lost just because some brother overlooks his hand and fails to get his assessment paid at the proper time. Our insurance is founded as much on brotherly love as on business principles; in fact, more. Any old line insurance company will protect their policies after one year, founded on business principles. Our policies are not

protected one minute after assessment is due, and you may have been paying in for twenty years. Brotherly love does not count; it is true that there must be rules to govern, but they should be tempered a little with this same brotherly love—a lapse of a few days in the payment of an assessment ought not to be allowed to cancel a policy.

R. H. McELWAIN.

### Chicago, Ill.

About 100 attended Division 1 yesterday and heard the report of our delegate to Boston. A unanimous rising vote of approval was given Brother Hendershot for his results given. We were pleased at the Grand Division's endorsement of Brother Sam Fitch, and we feel a little hurt that he has not been placed by this time, yet we hope to hear of his receiving the recognition for services performed, he so truly merits, in the near future. The re-election of our only "Billy Clark, Billy Clark," as the coons sing it, is very gratifying, and we see, as we stated before the Memphis session, Billy will "make good." That is one of the rules of Division 1. Her members must make good. The Council has the same rule; if they place a brother they want him to make good at whatever his hands find to do; the future will better his condition. The appropriation for the Conductors' Council is very satisfactory and very pleasing to all members of the Order here in Chicago, and we hope to show at the next session of the Grand Division that they acted well for the rank and file at Boston in financing it. It is incumbent now upon members of the Order who know where brothers can be placed to notify the Council. The brothers in some of our other large railroad centers should have councils and be in touch with the Chicago Council, and if a brother loses out he can write the nearest council, or the Chicago Council and they could put him next so he would not have to part with what little money he has on hand to go on some wild goose chase for a job. The report of the Council will be given to Divisions probably by circular, through the grand officers' approval, and those *who lean on us* will be known, and the "fraud," whom we despise, known to all the loyal members. Brothers Pinney and Sughrua and others connected with the Council are all true-as-steel brothers, and I doubt not that the next two years' results will meet the unanimous approval as did the financing of the Council, which we asked for at Boston. The creation of the Legal Department, which we have advocated in our previous letters, is pleasing and brought back to memory the Boston session of 1884, when "Harry," of "Injeanny," and the delegate from Terre Haute and myself induced the Grand Division to appropriate \$500 for the defense of Marshall Lafferty, of the old O. & M., when

ex-Congressman Shattuck was G. P. A. That \$500 got us Senator Dan Vorhees as counsel and won the case and established a point that has been beneficial to all the conductors of this country. We hope we may have little use for this fund. It reminds us of the peace conference held here in Chicago a month or so ago, asking for the disarmament of the nations of the globe. I guess the nations will not disarm, and I guess the O. R. C. will not disarm. We were disarmed previous to 1890, but the armor put on at Rochester seems to have caused the Order to grow to be a larger and better respected organization than the most of us expected. No disarmament goes from the sentiment we see among those with whom we come in contact. We learn our Permanent Member slept the first two nights, of three hours each, on the roof, until the "bunch" from Providence took him in—and from the reports, district representation was in his charge and got lost. Well, George is back to work, kicking because Brother De Lap put an "explosive" car next his caboose for Danville; that when the car was set out, district representation was left for future consideration. The pension plan in the committee of charity for two years, was a very conservative way of handling the subject. If more of our Divisions will get up councils and help the old has-beens get jobs where they can make a living, as Brother Sughrua has done in the Chicago Council, the charity committee and relief fund will take care of our "down and outs." We see that the O. R. C., in the April Conductor, shows \$1,153 contributed to the Home at Highland Park, which, with \$9,000 to their credit, makes \$10,000 invested in the Highland Park Home. From a few brothers of Division 1, who have visited the Home and reported that we had but four members of the Order there, two of whom, with any ambition at all, would be making a good living outside, it seems they are well pensioned, and as the Grand Division has passed the matter that they would not, as an Order, support a Home, but adopted the relief plan, we feel more good would come to the Order if this \$10,000 was taken out of the Home and put in the relief fund. Our ground is that we should all get together and make a success of the plan the majority of our representatives adopt, which is the relief plan. The relief plan, charity committee, and councils ought to provide for our "in troubles," except the one like death and taxes, the age limit, and the delinquent-on-insurance brothers. The Aurora case that was up at Boston should be a lesson to all to pay your assessments on the thirty-day clause and not chance the extra thirty days, as you may lose your insurance. As to the age limit, many trunk lines make it thirty-five, or fourteen years of the best of your life in which to make, we will say, at least \$10,000 to take care of

you in your old age. As the age limit is strongest in the east, and we have a big membership there who want this \$10,000, we quote you a few facts and see if it is not up to somebody to get busy. In February, 1907, by the assistance of the Erdman Act, the Western Association got a ten per cent increase. This on the basis of earnings of 1906-1907, up to the money panic of October, was the banner earning year of our American railroads. The Wall Street end wanted a little increase of freight rates—they got it; 1908 shows a decrease from 1907, but an increase of eleven per cent over 1906. Today's paper shows that for 1909 an increase of fourteen and seven-tenths per cent over 1908, and very nearly even with 1907. What, with the tariff question eliminated, are the eastern boys going to share with the dividend fellow so he can realize his \$10,000 to take care of him after the age limit? As a prominent general manager said to Division 1, in reference to the age limit, that it was "something handed to him." Will a share of this prosperity be handed to our eastern brothers?

At this writing our beloved secretary and treasurer, C. H. Warren, lies very low on a sick bed, which all trust will not last. "MURAT."

#### **Allegan, Mich.**

Please allow me space in the CONDUCTOR to thank Brother W. J. Ross for the prompt payment of my policy, No. 267, for \$500, in full. H. C. DEES.

#### **Glenwood, Pa.**

The conductors' outing which is held annually by the Divisions in the Pittsburgh district will be held this year on August 19, at Olympia Park. This park is about eighteen miles east of Pittsburgh. It can be reached by the B. & O., P. & L. E., and P. R. R.; the last named can leave their passengers at Duquesne, or Pravorburg or Wilmerding; trolley lines can be taken from those points to the park. The P. & L. E. can land their passengers either at McKeesport or Boston—trolley line from either place. The B. & O. can land their passengers near the main entrance, or almost on the dancing pavilion. We had a meeting of the transportation committee May 16, at Grust Co. hall, Hazlewood, which was largely attended; Brother Ward, chairman, Brother Dinges, secretary. Considerable business was transacted and the question of arranging for three special trains, one from Connellsville and one from Pittsburgh on the B. & O., and one from New Castle on the P. & L. E. I hope the twenty-six Divisions that are located in the Pittsburgh district will give us their help. If they do, I think this picnic will be as largely attended as any we have ever had.

J. T. WARD.

#### **Houghton, Mich.**

I find that there is a great division of opinion among our members as to what should be done to stop these unreasonable panics. One member says, "Let us wake up and act on every subject that will benefit our employer and ourselves." Now, we are very slow in waking up, but I think if the capitalists hand us out a few more lemons like they have the last few years that we will wake up, in fact there are many that are awake now but don't know just what to do. Another member says, "There is one thing that should be done; if we would all demand it in the right way." If there is a way to demand such things we had better hurry up with it. Remember how long it takes to enact laws of this kind and how short a time it takes to declare them unconstitutional, such as the employer's liability law, the right to discharge a union man because he belongs to it and many more laws that were enacted for the interest of the working class that were found unconstitutional. Now, if this pension plan was adopted it would mean that much more taxes for the dear people to pay—under the present system the people are already overburdened with taxes. If we want to be pensioned by the government, why not work for the government like the postmasters, railway mail clerks and soldiers, but we vote the opposite way every year. I am with this member for the pension plan, not only for railroad men, but every man that works in the mine, mill, factory, on electric lines and in shops; but we will never get it by begging legislatures—we have already found out that much, and we also know how much it costs to keep a legislative body to lobby. The raises in wages we get from time to time look small nowadays alongside of the extra expenses incurred in getting something when we want it. We will have to vote differently than we have been, and the sooner we study which party is really for the working class the sooner we will be able to better ourselves, for the two old parties have proven to be for one class only. It has been proven a thousand times or more within the last few years that neither party is trying to do anything for the working class. You will remember that President Taft admitted in his speeches, and ex-President Roosevelt in his messages to Congress, that those evils (or all evils) had crept in within the last few years, which was while the republican party was in full power, and they admit that the present laws are not good enough to reach the wrong-doers and rich malefactors. We have seen with our eyes that they can not punish this class, and if the corporations are punished it is usually some clerk or agent that gets hit, not the one that is really to blame. On the other hand, if the working class makes

a side step, how well the laws are applied. We very seldom hear of a law that is unconstitutional in such cases, but once in awhile is modified (a little sugar on a sour lemon). We all know what panics are for, and if we figure them against the raise in wages we get from time to time our raise don't amount to much. Remember this panic came when the country was most prosperous, and the reason we must go hungry and without clothes to wear is that we have too much in the country and it is called over-production by a few people. It looks like too small wages paid, for the people need this surplus very bad, but they can not get it, for they are short of the "long green."

Now we can take for example the flour; people in a panic and out of work, and one man has all the flour; he holds it for higher prices when the idle men cannot afford to buy at former prices, and it is the same thing with every article that a working man needs to keep him and his family alive. Now figure the raise in wages during the last fifteen or twenty years and the increased cost of living and see where we stand.

This panic, we were told by the capitalistic press, was a rich man's panic, but it is not over yet and the poor man is feeling it worse now than ever, with a general reduction of wages and a general increase in cost of living; and more people coming from abroad to work here where there is now more than two million idle men. It looks as if these men were imported for some purpose, but the unions will soon find it out. We can notice this by the way the employers are renewing contracts with their employees all over the country. Of course, there is the strike, but what good comes out of that we all know, and there is the injunction, too, but remember this is a lemon some have bit and say it is very sour.

We might not be as lucky as we were in the past for I read in a Boston newspaper that our cabinet officers were made up of capitalist and corporation lawyers, and were also told last fall during the election campaign that the working men were very intelligent and a whole lot of other nice things. Now, how is it. Out of the large number of working men isn't it strange that they could not appoint two, or at least one, for the new cabinet? Now you see how intelligent we are, we were promised and told to vote for a full dinner pail; how are we going to fill it, with everything we eat going up so that we can only buy half the usual amount—and we did not have too much before. Now, men, don't be afraid to read all the papers you can get and study them well, and don't miss reading *THE RAILWAY CONDUCTOR* from cover to cover. The Trainmen's Journal for May had

good editorials. They give points to work our brains on and I would read a few socialist papers too—don't need to be a socialist to read them. We can never find out the truth of everything by reading the one paper. You may think I am wrong, and I may be, but we can not all be right.

I know that I have talked for more than the O. R. C. members, but one Order cannot live without the others. If there is no one to till the soil and work in the mines, mills, and in the woods, there would not be any use for conductors for there would be no use for trains—all the working people are of one class in my opinion. It is very seldom we hear of postmasters going on a strike, and the same may be said of soldiers, sailors and railway mail clerks. They don't know what panics are, for none of them are laid off; nearly all government positions got a raise during the last panic and some received good fat increases.

C. G. G.

### Kingston, N. Y.

Please allow me space in the *CONDUCTOR* to thank Brother W. J. Ross for the prompt payment of my policy for \$500 in the Conductors' Protective Association.

D. M. CORRIGAN.

### Buffalo, N. Y.

The thirty-second Grand Division of our glorious Order, has met, transacted its business, and taken recess for another two years, and to the many brothers who have been with me in advocating "District Representation," I will say, quoting the words of one of our famous generals of recent years: "We have met the enemy, and—we are his'n." That looks like defeat, and I guess that is about the size of it, and what is more, if one can judge anything from the expressed sentiment of the bunch of delegates assembled at Boston, it spells defeat on that proposition for some time to come.

Notwithstanding the fact, that the thirty-second Grand Division was a "record breaker" in length of time in session, and expense incurred, still there was no appreciable degree of sentiment toward making any change in representation. Just why it is a fact, is beyond my comprehension, but it is a fact nevertheless, that not one in ten of the delegates present at Boston could see any necessity of reducing the membership of the Grand Division. At least, they would not admit that they could see it that way.

So, I guess, brothers, that we who have been advocating a change in this direction, will have to submit to the inevitable, which, in this case, means "the will of a lawfully constituted majority."

Relative to the "Pension Plan," that at

least is not dead, "it is only sleeping." The sentiment appeared to be unanimously in favor of the establishment of such a thing. However, there appeared to be about as many plans for doing so, as there were delegates present, each one having a scheme of his own.

The principle obstacle, however, in the way of bringing about immediate results, lay in the fact that we have about 4800 non-beneficiary members who would some time come within the scope of any pension plan that might be effected, and at present, there appears to be no one that knows how many of these members would be eligible now, or in one or two years hence.

Let us hope that by the time the next Grand Division convenes, these figures will be obtained, and that something tangible may be accomplished for the care of our old and faithful members. In the meantime, while waiting for this, I trust that all who are in need of assistance will be provided for through our relief fund. I believe that is the intention, is it not, brother Editor?—[Applications for relief will receive the same consideration as heretofore.—Ed.]

Just a few words to the committee having in charge the handling of the Grand Division at Boston. To say that each and every one of that committee performed the part assigned to him, and in a highly satisfactory manner, would be drawing it very mildly indeed. They made good every promise made us at Memphis, when asking that Grand Division to vote for Boston. I am not sure but they promised us the Earth at that time, would not be positive as to that, anyhow, they came as near to it as mortal man could come, for they gave us the "HUB." Their task was no small one, of that I am sure, and I surmise that they were mighty glad when they saw the last of us. I would be glad to say more to that committee along this line, but "space" forbids; however, I will say this much: No committee of arrangements ever did take greater pains to make the stay of both delegates and visiting members more pleasant than they did. In this respect, it would not be rank injustice, not to mention the others that took marked interest in seeing that we had a good time. Their name was *Legion*, and included every man, woman and child that is connected with the railroad service, and rank "cut no figure." From presidents down to brakemen, each tried to vie with the other in the effort to make our stay one continual round of pleasure. If they did not succeed, then it was surely our fault. Even the business men of all classes appeared to take a delight in turning us around, and "heading us the right way," when we would appeal to them on getting lost, even taking the trouble to walk a block or two with us, probably thinking we were

"from Missouri, and would have to be shown"—the way. As for the *policemen*, may the good lord preserve them, and may their "shadow never grow less," for they were kindness personified. As for instance, if one of them found us inquiring the way to some railroad station, they would drop every thing else to show us the way. Some might think they were over-anxious to get rid of us, but I did not accuse them of it.

Anyhow, I vote that we go to Boston again—if the good brothers there will let us come.

A. V. NEWTON.

### Boston, Mass.

Grand Division train No. 32 arrived at Boston on time, May 11, 1909. Train 32 had a successful run from start to finish. It did its work in four-track style. No obstructions, detentions or failures. It has left behind a clean train sheet.

The Grand Division train will now change its number and the new time-table goes into effect in May, 1911, with No. 33 in the headlight, its terminal, Jacksonville, Florida, the home of the alligator and fly-up-the-creeks. One visiting brother to Boston was heard to remark that he would like to make Boston the perpetual convention city for the O. R. C. of A. Another brother was a little shy of some of Boston's narrow and crooked streets, and said he hardly dared to leave the hotel for fear of being lost. After what some of the sisters said, one need not get lost. The sisters went out to do some shopping, and after walking about for a long time, they had simply walked around their hotel a number of times and didn't know it until one sister recognized the hotel. Not so easy to be lost, after all.

The stop-over at Springfield, Mass., of the delegates and visitors while en route, was a bright spot long to be remembered. All were loud in praise of Division 198, of Springfield, for the kingly way they entertained. The exchange of cards and the hearty hand shakes of brothers met upon the street and at hotels, speaks volumes for the O. R. C.'s of America. Often a brother would be met who was all out of cards and breath on the way to the printer's. He would offer his hand, saying my hand is left, but my cards are gone. Some of us have cards enough to build a thirty-track union station.

While passing along one of Boston's crooked and narrow ways I met a brother; of course I rushed up to him for an exchange of cards. The brother passed out a card with four letters in large black type and a huge black bear opposite. I said, "Hello, Mr. Bear." "You are wrong," said the brother, "Mr. Bruin." Mr. Bruin was all covered with smiles. Guess Bruin was having the time of his life.

Change headquarters to Indianapolis?

Never! Never! We admire the hustle of the Indians, but they weren't quite rapid enough for Cedar Rapidsans. Indianapolis was there with bows and arrows. Cedar Rapids with rapid firing guns.

The ladies of Mascot Division 59, L. A., have no regrets. To entertain and make things pleasant for all was the height of their ambition. They were here, there and everywhere, looking out for visitors and delegates. The echoes of the public reception given by the ladies will never cease to vibrate. The famous clam bake given by Providence Division 370 was enjoyed by many. The special train was filled, and extra coaches put on the regular train. Little "Rhody" thought for a while there would be a corner in the clam diggers' business, but Rhody was equal to the emergency. Although a small state, she is clam big. One brother said it was a fine feed.

The Brotherhood of Locomotive Engineers' day was one of signal success. The engineers were out for glory, and glory they received. All the Atlantic and Pacific type engines ever built could not haul the train of beautiful thoughts and words heaped upon the engineers' brotherhood. The captains and ladies appreciate all that was done in their behalf, and the compliment will ever remain pleasant in memory.

The fire boys didn't forget the captains and their ladies. The cruise along the north and south shore was a fine outing, every moment enjoyed by those on board. The fire boys did their best to keep steam up May 13, and they made the white plume show every minute.

Boston lodges of Trainmen did the grand on Friday evening, May 14. The Trainmen are in the front row as entertainers and were applauded to the highest degree. They had a program which was impossible to duplicate.

The trip to "Shoe City," given through the courtesy of John A. Fenno, superintendent of the B. R. B. & L. R. R., was a broad gauge affair, though the trip was made over a yard wide track. The visitors were shown how Lynn makes shoes. They all thought Lynn was a city of great understanding.

The crowning trip of the convention, and the trip looked forward to with much interest by all, was given without stint by the B. & M. on Sunday, May 16. Sunday morning was somewhat cloudy, but it was a gentle reminder of what the colonists passed through many years before. It brought to our visitors' minds the midnight ride of Paul Revere; the rise to arms of the colonists or minute men. That they were to view these sacred spots and touch these monuments would kindle in them the thought that all men are born free and equal. Some of the visiting brothers even hugged the memorials of stone. It shows us how strong the tie of patriotism clings to the soul.

The different places of interest at Lexington and Concord were pointed out to the visitors by able and competent guides. The excursion covered about six hours of time, time well spent and enjoyed by all. The visitors just bubbled over with historical facts to carry home with them.

The Grand Division was a grand success, and there has been glory enough for all.

A number of days before the convening of the Grand Division, Trainmaster L. S. Bean, of the southern division of the B. & M., caused to be bulletined the following: "Conductors wishing to be off part or all of the time during the session of the Grand Division, please notify at once."

The thoughtfulness of Trainmaster Bean was highly appreciated by all. His interest in a quiet way was very noticeable.

C. E. GRAVES.

### Chickasha, Okla.

Not disbanded, but busy trying to find something to do is the reason Washita Division 257 has not been heard from. This Division has no regular correspondent, so if all mistakes and liberty taken is pardoned, the brother will now try and say something.

Our Division moved to El Reno from Chickasha April 4. We have nice quarters and I must say a larger attendance.

Brother I. N. Wilson was elected secretary and treasurer, vice A. McLean, resigned on account of moving away from Chickasha.

Brother H. S. Cherry, our new chairman of the local board of adjustment is a dandy—somewhat of a lawyer, and one that will cause attention to his efforts.

Brother A. B. Musey, of Division 57, and Brother C. A. Chapel are in the real estate business at El Reno, and they are reported to be doing a "land office business"—quite natural, though, for a real estate company.

Brother C. S. Kretsinger has been in the insurance business three months, handling the Bankers' Life of Lincoln, Neb., and he also has the Rock Island System for the Continental Casualty Co., accident, but there is not much doing—times are too dull.

Brother Jno. F. McKernon is having quite a siege of asthma, and it is very hard on him, but he is improving slowly.

Brother J. C. Benjamin is in Waurika doing a nice business with his "Mission Parlor" pool and billiard hall.

Our old-time friend and fellow workman, Chas. Kimbro, engineer, who had the misfortune to lose an eye, is now a full fledged farmer. He told the writer the other day he would have to get a larger team, or would have to get another one and doublehead—wants more tonnage, I guess. Tonnage per mile is hard on rail-

road bridges. Now it goes to the farm.

Brother C. W. Moffat is our general yardmaster at Chickasha and Brother M. E. Lucas is general yardmaster at El Reno. Both are good, deserving brothers.

Brother D. M. May has returned from Trenton, Mo., and is again at work. It was a girl. The same thing happened to Brother R. A. Deck. Both brothers are getting on nicely.

Brother McLean has returned from Boston, but has not as yet made his report. He will report Sunday or as soon as he can get all the beans out of his hair. He reports a fine time and a jolly bunch of brothers in attendance.

Brother Geo. Ormsbee has gone to Anadarko to run a hotel, pool and billiard parlor. Success to you, Brother O.

Brother R. W. Orr is doing a fine real estate and loan business in Waurika.

Brother Landon is also a farmer at Waurika. You can see by the changes that when a brother has misfortune he tries to discard the large engine and long trains and hard work.

Everything is very quiet here now, not one-half as many crews working as at this time last year. Prospects are not good, as crops are needing rain.

Brother M. Leonard has secured employment on the Oklahoma Central Railway—runs from Purcell to Lehigh and Chickasha, turn around.

I would be pleased to see something from Division 257 in each issue of the Journal, but it seems funny that no one can consider it enough to write. **Spudz.**

### Kansas City, Mo.

May, with its fretful weather, has passed, and with it closed the Thirty-second session of the Grand Division, and from reading the report of our worthy president and listening to the report rendered by our worthy delegate, C. Petty, we have no fault to find with the work done in Boston. While there were very few changes made in our constitution or statutes, every one that was made was of the greatest importance—we now have the tax dodger cooped, and he had better come across.

Nothing pleased me more than did the placing of the so much talked of "pension plan" in the hands of a committee for working out in detail all of the many essential points that will demand both time and study to perfect before they can be presented to the rank and file. My brothers, in the interim, let us study this question from the several most essential points for us to consider; first, can we afford to add an additional assessment of from \$2.00 to \$4.00 to our annual assessments? This to the old conductor may perhaps be an easy question to answer, but, my young

brother, you must study out the financial part of this momentous question, because you that are young today will, in a very short time, be like they—old yourself. Say you are thirty-five or forty now, and you pay the additional \$4.00 for twenty years, how much have you paid into the pension fund? Yes, \$800.00, and at that time you are pensioned off, and live say ten years, and during those ten years of your declining life you receive \$40.00 per month; how long will it take you to eat up the \$800.00 you paid in in the twenty years? By figuring this out you will find that you will only have to live in retirement about twenty-two months. At that rate, would it not be after all a fine investment, and you have the pleasure of making it possible for the older members to receive pensions?

Division 55 and Foot Division 68, Ladies Auxiliary, held memorial services on Sunday, June 13, and I cannot say too much in praise of the splendid program furnished by the committee of the Auxiliary, and the splendid manner in which it was carried out. We were disappointed in not having Father Dalton present, as he had promised to be with us, but in some unavoidable way he was detained. As chairman of the committee of arrangements, I had to do the honors of leading the meeting, so called upon Miss Laura Patten, who rendered a solo in an exceedingly creditable manner, as did Mr. Lewis S. Ohlwine, in a solo, Face to Face, which proved very pleasing to the entire audience of about 200 people.

Having as our guests Brother Dodge, of the B. of R. T., and Brother Sheppard, the Senior Vice-President of the O. R. C., I called upon them both, and we had the pleasure of listening to a very fine discourse from each of them, and I take this opportunity of thanking them for it.

Mrs. Smith, the president of Foot Division, was called upon and responded very nicely, and the meeting was brought to a close by singing that good old hymn, "God be with you till we meet again."

W. WELCH.

### Muskogee, Okla.

Brother A. F. McGarr, of Division 53, has been elected mayor of Muskogee, Okla., by a large majority. Muskogee is one of Oklahoma's most enterprising and progressive cities with a rapidly increasing population, which has already reached the thirty thousand mark. Brother McGarr is only thirty-seven years of age and entered railroad service as brakeman on the Union Pacific at the age of sixteen. After leaving the Union Pacific he served several years as brakeman and conductor on the M., K. & T. out of Denison, Texas. He retired from railroad service in 1902 to take up the study of law and graduated from the University of

Virginia. He was admitted to the bar at Muskogee and practiced law at different places within the Territory until May, 1904, when he was appointed to a prominent place in the legal department of the Dawes Commission where he remained until April, 1909, when he resigned to enter the race for mayor of the city with successful results.

JOHN MOORE.

### Clifton Forge, Va.

Onward and upward should be the aim of every true O. R. C. man. We should never be satisfied unless we can know that we are doing something that will better our conditions, something that will lighten the burdens of our fellow man. There is something that every man can do if he will only put his shoulder to the wheel with the full determination to try. With all hands pushing in the same direction, the old cart wheel should move on, but how difficult it is to start the old wheel to rolling if a portion of the pushers get on the wrong side. You not only fail to assist in the noble cause for which you have pledged yourself to lend a helping hand, but you have made it doubly hard by searching out the faults and failures of those that are pushing and holding them up to the world and saying, "what is the use to try." Be honest to the core. If you believe in the O. R. C. and enlist under its banner, help carry it to the summit and plant it there as an emblem of our noble cause. Don't stand "afar off," and when the battle is won come up and say, "look what we did." No, there is something for every one to do in this noble work of ours, but if you are fully persuaded that you can do nothing that would advance the cause, for the sake of all things that are noble and true, don't do anything that would retard the march of those who are carrying the colors to the summit of the crown.

Our lines are full of young men, and most of them are O. R. C. men. We see them starting out full of life and vigor, with bright prospects before them; good wages, good conditions, apparently nothing to fear; we see them pressing forward, each trying to make a record for himself. Brothers, remember him who was the founder of these good conditions—the old brother who is now making his last run, and will soon turn it all over to you. If you expect the conditions and wages to advance or even remain as they are at present, you must put on the armor and get busy. We are more or less like a little child who has for years looked up to father for protection and guidance, but now the day is at hand when you must assume the responsibility, take up the flag and go forward. You can no longer sit quietly and expect the other man to do it all. The sun

is sinking fast far out on the western plain as the beautiful rays of eveningtide are reflecting back over the path it has traveled. We can see in the distance the end of our run, the last orders have been signed, the bills have all been signed and placed in order ready to make our return. When we roll into the terminals at the setting of the sun, we find ourselves looking back over the way we have come; it all seems to be fading away in the twilight; nothing can be seen—closed forever in the shadow of the past. Can we, or would we, retrace our steps to view the way we have traveled these many years? How we long to pass over the ground once more and try to make right the wrongs and mistakes of this long journey, but we find our journey too near at an end, our limbs tremble with the age of time, our frames totter with fear at the sight of the pass, so we will pass on into the terminal, make our last returns, receive our reward and pass out into the great unknown.

We find many of our brothers just making their first stroke with the oars, eager to start the journey of a railroad life, satisfied that he can make a better run than his brother who has preceded him many years ago. Brother, don't mistake the ground or overdraw the mark. Our brother's pathway lays before you, but your record for good or evil will be along the pathway you leave behind; you have a show to profit by our elder brothers' mistakes and make good your record now. Remember some one, some day, will be guided by the record you leave behind; take heed how you make the start. First of all enlist under the banner and ever keep your eye upon the motto, be kind-hearted and true, faithful to your duties, whether the sun shines or whether it storms, stand up for the right and defend your colors when you see them in danger, and press onward and upward. Be not satisfied until the top rung is reached. All looks bright before you now, as the beautiful sun is just rising, as you launch out upon your first run, but remember, should all things go well and no clouds should overshadow your journey, there is one thing sure, you will soon realize that the sun don't shine as bright as it once did, your steps will not be as quick as they were when you first began; you will soon discover the twilight out upon the plain and see the sun that once shown so brightly fast sinking on the western plain; then you, too, will begin to look back as you sign your last orders and realize that the way is truly what we make it from the start to the end—you, too, will have to pass into the terminal and make your returns, receive your reward and pass out into the great unknown. We must account for our past while here and pass on and make room for those who will come

after us—let us see to it that we make good while we have time and opportunity. Our record is left behind, we may never want to make reference to it, but we will be proud to have a record that we need not be ashamed of.

Our goat is in good condition, and we believe a little work would do him good, as he is always ready for service. Now, boys, if you expect to make the run successful, enlist under the banner now, and start right and all will end right. I assure you you can not fight it out alone; if you undertake it you will find it dark and stormy, and before you know it you will be out of the race with a broken pinion, and if you ever reach the shore you will have to be towed in by the life-saving crew that is always on the alert with the extended hand of welcome to those lost in the storm. H. A. CALLAHAN.

### Mattoon, Ill.

The Thirty-second meeting of the Grand Division of the Order has passed into history. By this time all of the delegates, or nearly all, have returned to their respective Divisions and to their several vocations in life. The first question asked by a number of Divisions of their delegate will be, what did they do this time? Each delegate, at the first meeting of his Division, has made some report as to what was done at the Grand Division. Not all of the Divisions will be satisfied with the report made, for possibly one delegate will say they did nothing, while another will say that he could not get the floor at all, and some members could get it whenever they wanted it. Another will say that too many delegates just took up the time and all they wanted was their name in the records, but be that as it may, all will not be satisfied. Some Divisions were perhaps well attended to hear the report of their delegate, while in others, perhaps, there was not much interest manifested. But it does seem to me that our local Divisions could help to lessen the expense of the Grand Division by resolving to take more interest than at least some do. If they would take the constitution and statutes and study them as soon as they are received from the President, they would be able long before the next Grand Division meets to find out whether they wanted to have something to offer that was better than the laws under which they were now working and they could save the Grand Division many dollars and also hours spent in arguing questions and amendments that some of them seemed to spring up like mushrooms. If you will notice that the recommendations of the jurisprudence committee were amended and amended, but after hours of debate, costing the Grand Division many a

dollar, only one or two were changed; and again the appeals from the insurance committee of the cases of lapsed insurance, how much time was consumed in argument along that line which perhaps a large amount of time and money could have been saved if the chief conductor at each regular meeting would call the attention of the brothers to the delay in not sending remittances promptly, and thus keep their insurance in force and save litigation and money for the Grand Division. And I think it would be for the best interests of our brothers if any one of them is sick and a brother visits him to remind him of it and see that his insurance is in shape, and if one of our brothers gets hurt, to also remind him of his insurance policy; this, in view of the fact that at the Grand Division there were cases that, if this procedure had been followed, might have saved the families of the insured lots of trouble and annoyance and the Grand Division several hours in the consideration of cases of this kind. I think we could lessen the time of the Grand Division, if what the jurisprudence committee have reported on could be entered on the first day's proceedings, as everything passed on second reading, was handled without any trouble on third reading, and it would save lots of time. There is perhaps a great deal more to be said about how we can save money for the Grand Division, and as our local Divisions have this to pay, all should be interested.

J. V. FITCH.

### Cherokee, Kan.

No use in me trying to out-talk or out-write the Latin lady who lives "over the river." We have been married too long to attempt any such thing. If the letter from Livingston, Mont., and comments from myself and one or two others have done any good, then I'm satisfied. I think the CONDUCTOR is freer now from such class of poetry as I wrote about than it has ever been, and I, for one, am glad of it. My natural modesty will not permit my entering into any kind of a discussion with the Latin lady from the banks of the Mississippi.

G. R. CARSON.

### Denison, Texas.

I wish to state that on January 1, of this year, I was unfortunate enough to lose my position with the M. K. & T., of Texas, but was fortunate enough to hold Policy 1843 with the Conductors' Protective Association, of Detroit, Mich., and wish to say that my claim has been settled in full and find it to be a source of great relief at this time, and would urge all eligible members to fall in line, as you can not make any mistake by doing so. J. W. CORCORAN.

### Jersey Shore, Pa.

Please announce in THE RAILWAY CONDUCTOR that the \$20 gold piece raffled off for the benefit of L. A. Division 92, was drawn by Mr. J. C. Sowers, yardmaster of the N. Y. C. & H. at New Berry Jct., on ticket No. 4357. O. L. HERMAN.

### Sedalia, Mo.

Sunday, which was set aside for our memorial service, was participated in by the conductors and their auxiliary, which extended the invitation to the Brotherhood of Trainmen and their auxiliary, and am glad to say that the majority, especially our sisters, put every shoulder to the wheel and made a profound success of our memorial service. I wish especially to thank the ladies of both auxiliaries for the thoughtfulness and beautiful taste in decorating our hall before this memorial service. What could we do without our auxiliaries and their kind words and expression of the hand which is indelibly stamped, not only in our minds but our future.

Hoping that the next memorial service will not only be exceeded in our attendance, but our program will be somewhat lengthened, instead of an hour and twenty minutes, it will take more time to express their feelings and sympathy for our departed sisters and brothers.

V. S. STONE.

### Columbia, S. C.

I want to say something about the poor attendance of Division 323. We have the largest Division in the state, and no doubt about the poorest attendance according to membership. From twenty-five to thirty-five conductors are in Columbia every Sunday. We who attend regularly, about seven to ten in number, look out upon the street below us and see members passing by who never take a look at the open door. But just let one of these "stay-aways" get into trouble, his feet cannot carry him fast enough to Division meeting, and then he has his troubles to tell and wants something done at once, but never thinks he must attend at least two regular meetings before his case can be heard by the Division. Then he will "kick" and say: "Well, I pay my dues, and I do not see why I cannot have my case taken up immediately." He evidently knows nothing of the law in such cases as his. Brothers, come to Division meetings, there is always something inter-

esting at every meeting, when, if you would attend one or two meetings you will want to come and see what goes on, and the more you come the more you will want to come.

Brothers, when you meet a brother on the street, just ask him when he has attended a meeting, and see what his reply will be, and if he says he cannot remember, just tell him to go to the next meeting and perhaps he will not forget it, and when he sees for himself he will certainly be ashamed of himself, there is no doubt.

PAUL R. GIBSON.

### Miami, Fla.

I suppose some of the brothers wonder where Division 550 is, so I will tell you. It is located at Miami, Fla., on the banks of the beautiful Biscayne Bay, and in the land of sunshine and flowers, that was once inhabited by the Seminole Indians, alligators, rattlesnakes, and a few mosquitoes. But since the trail of the iron horse has been laid from Jacksonville to Knights Key, and will be into Key West in two years more—all honor to Henry M. Flagler, the man with money and brains, who built a railroad across a portion of the Atlantic Ocean and opened up a new country along the east coast of Florida—the unwelcome citizen such as Seminole Indians, rattlesnakes and alligators have had to take to the everglades and the big cypress swamp, although we have a few mosquitoes left, just to keep us company.

Miami, Fla., is a beautiful little city and the division point of the third and fourth districts of the F. E. C. Ry., and a great winter tourist headquarters.

East Coast Division 550 was organized May 2, 1909, with twenty-one charter members, and we still have quite a few more to bring into our fold.

Business is a little dull here now on account of the tomato and pineapple rush being over, but several work trains will go on in a few days which will help the good cause along, or help some of the boys' pocketbooks out and keep them from looking like the elephant had set his mighty paw down hard on them.

The latch string of Division 550 will always be hanging out for visiting brothers, and we will be glad to greet you all at our hall, 1010 Avenue D, on the first and third Sundays of each month at 10 a. m. Brothers, don't forget the time and place when in our city.

J. W. DILLON.



# Legal

## Legal Decisions of Interest to Railroad Men.

Prepared for THE RAILWAY CONDUCTOR by COLIN P. CAMPBELL, Grand Rapids, Mich.

### *Liability for Injury to Intoxicated and Abusive Passenger in Removing Him.*

The evidence shows that Brame, the plaintiff, entered the train of the Norfolk & Western Railway Company in an intoxicated condition. As some of the witnesses expressed it, he was "violently drunk," and some disagreement having arisen between himself and the conductor as to the payment of a cash fare, he not having procured a ticket, he became very disorderly and abusive, using vulgar and profane language, and conducting himself in a manner most insulting to the officials of the train, and offensive to its respectable passengers, one of whom was a lady. Thereupon the conductor directed the brakeman to remove him from the passenger coach into the smoker, which the brakeman proceeded to do; and while the plaintiff, in his testimony, says that in the process of his removal he was kicked and cuffed and much mishandled, we think it may be taken as established that no greater force was exercised than the occasion justified, until the brakeman, followed by the conductor, and pushing Brame before him, carried him into the smoker, and there, as a passenger stated, who was in a position to see what occurred, Brame was thrown roughly into a seat. He was still very drunk, and seems to have made some movement of his hand, which the brakeman said he understood to be an effort to draw a weapon from his hip pocket. Whereupon the brakeman, who is shown to have been a very powerful, active young man, struck Brame upon the jaw, breaking it and loosening a tooth, grasped him by the throat, and called upon the conductor to search and disarm him. The conductor did search him but found no weapon upon his person of any description. A disinterested passenger stated that he saw Brame put his hand back towards his hip pocket and as far as his side pocket "very slowly as if to go after his handkerchief, and said, 'I'll see you later,'" and that thereupon, Hite, the brakeman, "turned and

hit him and knocked him against the window sill, and Mr. Johnson, the conductor, searched him."

If Brame's condition upon the train left any room for controversy or question, it might be that his condition a short time before he entered the train would be of value in enabling the jury to reach a right conclusion as to his condition and his conduct while upon the train; but his own testimony shows, and there is no room to doubt, that he was very drunk, and that he was disorderly in his conduct, abusive and insulting to the officers of the train, and used language so indecent and offensive to respectable passengers as justified his removal from the day coach. But the crisis of the situation is reached when, having removed him on account of his gross misconduct to the smoking compartment, the brakeman threw him roughly upon a seat and struck him a blow which inflicted upon him a serious injury. His removal was justified by his conduct. The company would have been within its rights if he had been ejected from the train; but the question is: Was the brakeman justified in making a violent assault upon him?

The abusive language used by Brame, while reprehensible, did not excuse the assault.

In Section 704 of Bishop on Criminal Law, it is said: "No words, however provoking or insulting, or mere verbal threat, will so far justify a blow returned, though in actual passion, as to reduce the killing to the lower degree. It is plain, however, that words may give character to acts, and, in matter of evidence, are admissible to explain them. Hence, if there is a present demonstration of impending violence, which alone would be insufficient, accompanying words, added to the physical acts, may create such peril as will justify the killing of the aggressor, or reduce it to manslaughter."

As it is commonly stated, words do not justify blows, though doubtless insulting

language may be shown as extenuating the assault and in mitigation of the damages sustained.

The turning point in this case is whether or not the insulting language was accompanied by any act to which the words gave character, and which might reasonably have caused the brakeman to believe that the plaintiff then and there intended to make an attack upon him, in which case, of course, he would have had the right to protect himself against such apparently threatened attack, whether the same was real or not.

When we turn to the instructions, we find that they correctly propound the law as applied to the two conflicting views of the evidence presented on behalf of the plaintiff and the defendant.

The jury were told that those in charge of a passenger train have the right to preserve order, to remove disorderly passengers to such safe and convenient place as will prevent annoyance to passengers or trainmen, to stop a train and eject disorderly persons therefrom, employing only such force as may be necessary to accomplish these ends, and to overcome any resistance which may be made by such disorderly passengers; but that the officials of the train have no right to commit unnecessary violence, and if they do their principal must answer in damages, that insulting words and epithets from an intoxicated passenger will not justify an assault by those in charge of the train, but insulting words and epithets which provoke an assault must be taken into consideration in mitigation of damages, that a brakeman or conductor on a railroad train has the same right to protect himself against an assault or an actual or threatened injury that any other person has, that where a brakeman or conductor injures a person in an effort to protect himself, under such circumstances that such person could not recover damages of him, the railroad company is not liable to such person for the acts of the conductor or brakeman, and that if the jury would not find a verdict for the plaintiff, if he were suing the conductor and brakeman, or either of them, they must find for the defendant.

If it be the duty of those in charge of a train to protect passengers from their fellow passengers, how much more is it their duty to exercise self-control and restraint

in their own conduct. If mere words will not justify an assault as between those who stand upon a footing of equality and owe no special duty one to the other, how much more true is it as between those in charge of a train and a passenger, who is in a large degree under the control of the carrier's agents, and entitled at their hands to respectful treatment and to protection from all injury. The conduct of a passenger may be exasperating, as it doubtless was in this case. It may render it difficult for the agent of the carrier properly to discharge his duty. But this does not excuse or justify his failure to perform it.

Being of opinion that there is no reversible error with respect to the admission or exclusion of testimony, and that the law of the case was properly placed before the jury, it remains to be considered whether or not the verdict is contrary to the evidence.

As we have said, the crisis of the case occurred when the brakeman roughly threw the plaintiff into a seat, after removing him from the day coach. We have seen that the insulting language used by the drunken passenger did not justify the assault, while it was proper for the consideration of the jury in mitigation of damages. The attention of the jury was drawn by the instructions to the two conflicting theories with respect to the evidence at the instant of the assault. Did the brakeman have a reasonable ground to expect that the plaintiff was about to make an attack upon him? The evidence shows: That the plaintiff was almost helplessly drunk; that the brakeman, a powerful young man, had without difficulty removed him from one car to another, and placed him roughly in a seat. There is evidence of a movement of the hand on the part of the plaintiff to his side or hip pocket, but it was accompanied by the statement, "I'll see you later," which would not indicate a present purpose to make an assault. The jury, with their minds specifically drawn to the precise point in issue, were of opinion that the brakeman had no reasonable ground to anticipate an attack upon him, and rendered a verdict in favor of the plaintiff, which the court refused to set aside, and we are of opinion that its judgment should be affirmed.

Norfolk, etc., R. Co. vs. Brame, 63 S. E. Rep. 1018.

# Forum of Train Rules

Edited by Geo. E. Collingwood.

Differences of opinion as to wording and meaning of train rules and orders have always existed. This Department is edited by a practical train dispatcher of wide experience, and a student of the subject. No member should, however, permit any opinion expressed in these columns to influence him to depart from the rules or established customs of the road on which he is employed.

## Grand Rapids, Mich.

Please give me your opinion on the attached order. Has extra 165 any right in work limits (we are supposed to have standard rules) before 4:15? MCD.

"Work extra 66 will work twelve forty-five (12:45) p. m. until five (5) p. m. between Kalkaska and Stratford. Eng. 165 will run extra Rapid City to Eastman and return to Rapid City and will protect against work extra 66 after four fifteen (4:15) p. m."

ANSWER—The order is not standard, and it is probable that your rules are not standard, so that the editor of this department does not know what rights extra 165 has under its application.

If it was under standard rules and the order read, "Eng. 66 works extra 12:45 p. m. to 5 p. m. between Kalkaska and Stratford. Eng. 165 run extra Rapid City to Eastman and return to Rapid City, work extra 66 protects against extra 165 after 4:15 p. m." Then extra 165 could not enter the limits until 4:15 p. m., and would then proceed, expecting to find the work extra protecting against them. But the order, as sent, requires the extra to protect after 4:15 p. m., and standard rules make no provision for such an order.

## Thayer, Mo.

Order 44: "Eng. 734 run extra with right over all trains except first class, leaving A at 1:10 p. m., D at 1:50 p. m., G at 2:20 p. m." Now at D extra 734 receives order 49, reading: "Eng. 75 work extra 2:10 p. m. until 6 p. m., between G and H, not protecting against extras north or south." How should extra 734 be governed at G, in regard to extra 75?

Div. 358.

ANSWER—Extra 734 has right over all except first-class trains and this includes extra trains; work extra has an order not to protect against extras, and as extra 734 is an extra train, it has the effect of giving these two extras conflicting rights. That is, under the order each holds, neither one is required to protect against the other. The note to Form H requires that whenever an extra train is run over the working limits, they must be given a copy of the order sent to the work extra. Should the working order instruct a work extra to not

protect against extra trains in one or both directions, extra trains must protect, as prescribed by rule 99, against the work extra; if the order indicates that the work extra is protecting itself against other trains, they will run expecting to find the work extra protecting itself. In our opinion the orders conflict, and extra 734 should get further orders on extra 75 at G, or if unable to do so then extra 734 should protect through the limits as per rule 99, in order that the movement may be safely made.

## Houghton, Mich.

Will you kindly give an opinion on the enclosed orders, and reply through the "Forum of Train Rules" in the next issue of THE RAILWAY CONDUCTOR? We are working under the standard code, on single track. CHAS. E. AVERY.

Order No. 34—C. & E. Eng. 221, B. Complete 7 a. m. Work extra 221 will work seven o'clock (7) a. m. to one o'clock (1) p. m. between B and E.

Order No. 35—C. & E. Eng. 230, A. Complete 12:10 p. m. Eng. 230 will run extra A to F, will keep clear of work extra 221 between B and E until one o'clock (1) p. m.

Extra 230 west, arriving at B, finds work extra 221 in to clear on siding, with entire train, markers properly displayed, etc., at 12:30 p. m., work extra 221 having some work at B is not ready to return to their working limits between B and E, while extra 230 west, has through train with no stops to make and is ready to leave B at 12:30 p. m.

Question—Under these circumstances, could extra 230 west proceed from B ahead of work extra 221, or would "keep clear" be construed as meaning that extra 230 would have to remain at B until 1 p. m.?

ANSWER—The orders quoted are not standard code forms, but the principle involved is practically the same. Under a strict interpretation of example (4) of Form H, which this example resembles, extra 230 west, could not leave B until 1 p. m. unless the order directing them to keep clear until 1 p. m. was annulled. In actual practice this principle is not always adhered to.

In our opinion the (4) example of Form H should contain an addition to the ex-

planation, reading, "Should extra — be ready to enter the working limits before the time stated in the order, and find the work extra clear of the main track, it may proceed at once." But under the present wording of the order and the explanation, the extra cannot comply with the order unless they remain outside of the limits until the time expires, as one train cannot be said to be keeping clear of another when they proceed ahead of them.

### Aberdeen, Miss.

There is still a difference of opinion about rule 4.

No. 334, a first-class train, due to leave A on old time-table at 10:30 a. m., and leaving time on new time-table is 11:30 a. m., new time-table taking effect at 12:01 p. m. At 11:30 a. m., on old time-table, 334 is at B, thirty miles from initial station, A. The question is, can 334 wait at B for time on new time-table, or could 334 be held at A, initial station, until 11:30 a. m. on new time-table? Some say it can wait at A for time and also can wait at B, thirty miles from A, for time on new time-table.

DICK.

ANSWER—Assuming that the schedules correspond as to number, class, direction, initial and terminal station, No. 334 can wait at B or any point that they may be when the new time-table takes effect, and assume the new schedule. They can also be held at A until the new time-table takes effect and then proceed on the new time-table. The words, "a train authorized by the preceding time-table," mean a train that by the old time-table is due on the road at the time the new time-table takes effect. It is not necessary that the train actually be on the road at that time, all that is required is that it is a train which could be on the road by authority of the old time-table. The words, "but one schedule of the same number and day shall be in effect on any division," are not intended to apply when schedules correspond. The words mean that but one schedule of the same number and day shall be in effect on the same portion of a division.

### Pueblo, Colo.

Please print in the CONDUCTOR your decision on the following order. East-bound trains have right by direction: No. 608 has a meet with No. 607 at D; arrives at D and meets No. 607 who is displaying signals. They get another order that No. 608 will meet second 607 at E instead of D. At E they meet second 607 displaying signals. Can No. 608 proceed against the following sections of No. 607 without further instructions? I claim No. 608 had better get into clear and stay there for the following sections of No. 607, as the meet No. 608 had at D included No. 607 and all her sections, and as the order had not been

fulfilled, superseded or annulled, I claim it was still good.

A. J. STOVER.

ANSWER—Your position is in perfect harmony with standard rules and standard practice. Rule 218 provides that when a train is named in a train order by its schedule number alone that all of its sections are included and that each section must have copies addressed and delivered to it. Therefore each section receiving the order is authorized to go to the meeting point at D. In other words No. 608 is inferior to all sections of No. 607 beyond D and can proceed against any section of No. 607, only as they are given orders against them and such order must supersede the meeting point at D in each case. In a case as above it is the dispatcher's duty to see to it that No. 608 has orders against third No. 607, but if for any reason he should fail to do his duty, it would not excuse No. 608 from getting clear when they found that second No. 607 was displaying signals, for the reason that third No. 607 must have a copy of the order first given to meet No. 608 at D and has as much authority to proceed to D on the order as the first or second section has, consequently when No. 608 meets second No. 607 displaying signals they know that third No. 607 has right over them to D, and No. 608 must get clear.

### Freeport, Ill.

In your next issue, give your opinion on the following schedule order: "Order No. 9. Eng. 999 will run extra A to Z, with right over all trains." Extra Eng. 999 is due at E at 8:31 a. m.; train No. 1, a first-class train, gets order No. 23 at G: "No. 1 has right over extra Eng. 999 G to E." No. 1 is due at E at 8:35 a. m. F is a blind telegraph office. Which train can move? Extra 999 has no arriving time at stations between A and Z.

GEORGE.

ANSWER—Under order No. 9, all trains must clear extra 999 as required by rule. Order No. 23 is a wrong form of order to use, as it does not supersede or modify order No. 9, and as a result, No. 1 and extra 999 hold orders which conflict and neither train should move after they receive order No. 23 until order No. 23 is annulled or otherwise disposed of. If it was desired that No. 1 should have right over extra 999, order No. 23 might have read, "Extra 999 has right over all trains except No. 1, between A and Z, instead of right over all trains." But under the circumstances it would have been better if order No. 23 had made a meeting point for extra 999 and No. 1, directing extra 999 to take siding, if desired.

### Freeport, Ill.

Kindly give your opinion on the following: No. 10, a regular time-card train, gets the following order: "Order No. 8.

C. & E. train No. 10, Eng. 12, will display signals A to Z for Eng. 31." At H, conductor of first No. 10 got order No. 14, reading, "Second No. 10 is annulled from D to Z." Will first No. 10 take down signals, and if he did, how could dispatcher annul second No. 10 to Z, when conductor on first No. 10 took down his signals at H, as there would be no second No. 10 from H to Z? I think signals should be carried to Z.

GEORGE.

ANSWER—Your question is based upon the use of a wrong form of order by the dispatcher. In case the second section was not to go beyond D and the fact was not known in time to direct first No. 10 to take down signals at D, the order to first No. 10 at H should have read, "First No. 10 take down signals at H." The order given to second No. 10 and to inferior trains should read, "second No. 10 of February 29, is annulled D to H." In this case second No. 10 should have a copy of the order directing first No. 10 to take down signals at H.

Under the case as stated by our correspondent the editor is not sure what was intended. If first No. 10 took down signals at H, there would be no necessity for annulling second No. 10 beyond H, and if they did not take down signals at H there was no necessity for their having the order that second section was annulled, consequently we are unable to say what action was intended.

### Cheyenne, Wyo.

I am working on the Union Pacific railroad under the standard code. Having in view the definition for a yard, a main track, and rule 93, which reads as follows: "Within yard limits the main track may be used, protecting against first-class trains. Second class and extra trains must move within yard limits prepared to stop, unless the main track is seen or known to be clear."

Question—Is a main track within yard limits a part of the yard? Drv. 128.

ANSWER—The standard definition of a main track is: "A track extending through yards and between stations, upon which trains are operated by time-table or train order, or the use of which is controlled by block signals."

The definition for a yard is: "A system of tracks within defined limits provided for the making up of trains, storing of cars and other purposes, over which movements not authorized by time-table, or by train order, may be made, subject to prescribed signals and regulations."

Rule 93 governs the use of a yard by all concerned; it reads: "Within yard limits the main track may be used, protecting against ——— class trains. ——— class and extra trains must move within yard limits

prepared to stop unless the main track is seen or known to be clear."

Taking the definitions in connection with rule 93, it is our understanding that a "main track" within yard limits is a part of the yard, but it does not lose its identity as a "main track" within such yard limits. Our brother of Division 128 probably has in mind the words in the definition to a yard, "over which movements not authorized by time-table, or train order, may be made." This statement is not intended to prohibit movements which are made by time-table or train order within yard limits, but it is intended to provide so that movements "may be made" within yard limits without time-table authority or train orders. These movements must be made subject to prescribed rules and regulations. These regulations are to be issued by the yardmaster or other proper authority. A yard engine is not a train within the meaning of the rule and it has no authority to use the main track, even within yard limits unless specially authorized to do so. Upon this fact hinges the necessity for the first sentence of rule 93, which provides that the main track may be used within yard limits protecting against certain trains, and the next sentence provides that those certain trains must move within yard limits prepared to stop.

To sum up, the editor interprets the definition of a "yard" to include a main track, but nothing in the definition is intended to annul or supersede in any way the authority of trains to move upon such main track within the yard limits whether such authority is by time-table or train order, but the use of the main track within yard limits is subject to the special instructions and rules in force in such yard, and also to all rules and train orders affecting the use of a main track.

In connection with this case we wish to call attention to the fact that not all railroads understand rule 93 alike. Some roads make the rule read, "Within yard limits the main track may be used, protecting against first-class trains. Second and inferior class trains and extra trains must move, etc." Under such an interpretation no authority is given for the main track to be used within yard limits upon the time of second or inferior class trains and no instructions are given to first-class trains to look out for yard engines within yard limits. Other roads word the rule as follows: "Within yard limits the main track may be used, protecting against second and inferior class trains. Second and inferior class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear." In our opinion the latter interpretation is the logical and safe method of applying the rule for the reason that the rule clearly defines the action of all concerned, while under the other wording it is left to be inferred.

# Official Changes

John P. Burrus has been appointed superintendent of terminals of the International & Great Northern at Houston, Tex.

J. E. Thurston has been appointed assistant trainmaster of the Allegheny division of the Pennsylvania, with office at Oil City, Pa.

Albert Wilcox has been appointed superintendent of the Canadian Northern, with headquarters at Dauphin, Man., and S. S. Foley has been appointed superintendent, with headquarters at Saskatoon.

W. F. Schaff, trainmaster of the Cleveland, Cincinnati, Chicago & St. Louis at Cleveland, Ohio, has been appointed assistant superintendent of the Lake Shore & Michigan Southern at Cleveland, Ohio.

L. S. Miller, general manager of the Central New England, having resigned to accept service with another company, O. M. Laing, superintendent, will have jurisdiction over matters pertaining to the operating department.

Charles W. Buchanan, trainmaster of the Cleveland, Cincinnati, Chicago & St. Louis at Bellefontaine, Ohio, has been appointed trainmaster at Cleveland, Ohio, succeeding W. F. Schaff, resigned to go with another road.

J. E. Hutchinson, general superintendent of the eastern and southwestern division of the Frisco, has been promoted to general manager, to succeed W. C. Nixon, resigned. H. F. Clark, division superintendent, succeeds Mr. Hutchinson.

C. J. Larimer, superintendent of the St. Louis Southwestern of Texas, has been appointed the assistant superintendent of the St. Louis, Brownsville & Mexico, with office at Gainesville, Tex. He succeeds P. J. Signor, who had the title of trainmaster, and who resigned to engage in other business.

The offices of the superintendents of the St. Louis division and the Louisville division of the Southern Railway have been abolished, and C. C. Coffee, superintendent of the St. Louis division, has been appointed the superintendent of the St. Louis-Louisville Lines, with office at Louisville, Ky., and C. G. Walker, superintendent of the Louisville division, has been appointed the trainmaster of the St. Louis-Louisville Lines, west of Huntingburg, with office at Princeton, Ind. J. F. Sheridan, trainmaster of the St. Louis division, has been appointed the trainmaster of the St. Louis-Louisville Lines, lines east of Huntingburg, with office at Louisville, Ky.

R. E. Landis has been appointed assistant superintendent of the Breckenridge division of the Great Northern railroad.

George B. Beale has been appointed superintendent of the Buffalo division of the Pennsylvania, succeeding Robert Bell, assigned to other duties.

I. E. Ramsdell, assistant trainmaster of the Pittsburg & Lake Erie, has been appointed general trainmaster, with office at Youngstown, Pa.

S. J. Mulvaney, trainmaster of the Atlanta division of the Southern Railway, has been appointed superintendent of the Virginia & Southwestern, with office at Bristol, Tenn.

D. W. Orr has been appointed superintendent of the Arkansas river division of the Atchison, Topeka & Santa Fe, with office at La Junta, Colo., succeeding G. C. Starkweather, transferred.

George Martin, formerly superintendent of the Cumberland Valley and later of terminals at Washington, D. C., has been appointed general manager of the Washington, Frederick & Gettysburg.

G. Davis, superintendent of the Minnesota division of the Chicago, Rock Island & Pacific, has been appointed superintendent of the St. Louis division, with office at Eldon, Mo. W. H. Given, superintendent of the Des Moines Valley division, succeeds Mr. Davis, with office at Cedar Rapids, Iowa. A. W. Kelso, superintendent of the St. Louis division, succeeds Mr. Given, with office at Des Moines, Iowa.

The jurisdiction of W. T. Caldwell, superintendent of the Cincinnati, New Orleans & Texas Pacific, with office at Danville, Ky., has been extended over the entire road. C. E. Rickey, superintendent of the Cincinnati division, with office at Lexington, Ky., has been appointed superintendent of terminals, with office at Cincinnati, Ohio, with jurisdiction from Cincinnati to Erlanger inclusive, and his former office has been abolished.

The following changes have been made among the superintendents of the Burlington: Harry Byram of the Nebraska lines, transferred to the general offices in Chicago; W. B. Throop, from the Iowa to the Nebraska lines, at Lincoln; L. B. Allen, from the Wyoming district to the Iowa lines; E. B. Broeken, from the Galesburg division to the Wyoming district, and S. H. Shultz, from Brookfield to the Galesburg division, the latter being succeeded by W. C. Welsh, promoted from assistant superintendent.

# Mentions

Remittance slips bearing changes of address for the M. B. D. will not apply to address for THE RAILWAY CONDUCTOR unless so specified by letter accompanying. *Always give your Division Number* when writing to THE RAILWAY CONDUCTOR.

Glad to learn that Brother R. E. Landis of Division 236 has been appointed assistant superintendent of the Breckenridge division of the Great Northern R. R.

Brother I. A. Collins, whose address is 231 W. Third St., Duluth, Minn., is anxious to complete his file of THE RAILWAY CONDUCTOR, and would be pleased to get a copy of the April, 1904, number from any brother who may have one to spare.

Any one knowing the present whereabouts of James O'Malley, last heard from as working for the C., M. & St. P. Ry. out of Deer Lodge, Mont., will confer a favor by notifying Mrs. James O'Malley, whose address is 451 W. Broadway, Winona, Minn.

Glad to learn of the appointment of Brother W. D. Anderson to the position of trainmaster of the Boston & Albany at Springfield, Mass. Brother Anderson was formerly associate editor of THE RAILWAY CONDUCTOR, and we feel sure that its many readers will join us in wishing him success.

## An Oversight

On page 376 of the May number of THE RAILWAY CONDUCTOR is an article under the heading "Old Age Pensions in Germany," written by Mr. Ludwig Loydold, Vienna, Austria. Through a typographical error a neglect to give proper credit to the publication that printed the article was made. The article in question was a reprint from Our Journal and we are glad to give credit where credit is due.

The following Division Cards have been lost or stolen. If presented, please take up and forward to this office:

CARD NO.	WRITTEN FOR	DIV.
3230.....	G. H. Lyon.....	48
3270.....	Wm. A. Harris.....	111
7470.....	F. Buckley.....	151
14548.....	T. F. Madden.....	159
2415.....	P. W. Beattie.....	275
3040.....	H. W. Cameron.....	285
12169.....	Horace Weir.....	304
17323.....	A. M. Neil.....	310
17873.....	J. J. Maloney.....	372
10511.....	J. F. Odekirk.....	410

Brothers—When writing to the CONDUCTOR, or, in fact, to any department, be sure to give your DIVISION NUMBER and STATE. You have no idea what an amount of work it will save us, and it is such a little thing for you to do.—Ed.

"Thought you said you had plowed that ten-acre field?" said the first farmer.

"No. I only said I was thinking about plowing it," said the second farmer.

"Oh, I see. You've merely turned -it over in your mind."

## The Ideal Sunday Magazine

Recent issues of the Sunday Record-Herald remind one that Chicago may fairly lay claim to producing the best newspapers in the world, not excepting those of New York. The Sunday Record-Herald, in foreign news alone, has its own special cable service in addition to those of the New York Herald, World, Journal of Commerce and Associated Press. This is a fair example of the completeness of the paper in every department.

Aside from the regular news features, there is something in the Sunday Record-Herald for every member of the family. The special articles by William E. Curtis and Walter Wellman are always interesting. The sporting section offers four whole pages of fresh and authentic news in every line of sport. The woman's section is filled with illustrated articles on the latest wrinkles in fashion and domestic science, with Marion Harland and Mme. Qui Vive as regular contributors, and Dame Curtsey's "Novelties in Entertainment" as a valued feature. The dramatic page, written by James O'Donnell Bennett, is admittedly without an equal in the West. The array of splendid special articles by skilled writers, finely illustrated, also is typical of the high literary quality of the Record-Herald. In the way of humor there is the comic colored supplement for children, besides Richard H. Little's laughable articles for adults and S. E. Kiser's delightful "Alternating Currents" for everybody.

But the thing that lifts the Sunday Record-Herald most emphatically above all its rivals is its magazine section. There is nothing else that can touch this in American journalism. The Sunday magazine of the Record-Herald is a real magazine, full of stories and articles by the most famous writers of our day, illustrated by celebrated artists. In quality and beauty it compares favorably with the best monthlies. No wonder The Record-Herald is regarded as the ideal Sunday newspaper.

### Suspend Meetings

The following Divisions will suspend meetings during July and August:

- Div. 54, New York City, N. Y.
- Div. 56, Albany, N. Y.
- Div. 64, Erie, Pa.
- Div. 68, Baraboo, Wis.
- Div. 193, Bucyrus, Ohio.
- Div. 126, Omaha, Neb.
- Div. 249, Tacoma, Wash.
- Div. 443, Du Bois, Pa.
- Div. 426, Dunmore, Pa.
- Div. 504, Monroe, N. C.

Division 9, Elmira, N. Y., has suspended the holding of its first regular meeting in the months of July and August.

Division 12, Scranton, Pa., will dispense with its first regular meeting during July, August, September and October.

Division 23 has annulled regular meetings on the third Sunday of the months of July, August, and September.

Division 36, Pueblo, Colo., will hold meetings on the last Sunday only during July and August.

Division 44, Denver, Colo., will hold meetings as follows: July 19 and August 16, and will resume holding regular meetings on September 13.

Division 61, La Crosse, Wis., will hold no regular meetings until September 19.

Division 91, Portland, Ore., will hold regular meetings on the fourth Sunday only, during July, August and September.

Division 92, Terre Haute, Ind., will suspend the second regular meeting during July, August and September.

Division 118, Kankakee, Ill., will suspend the first regular meeting during July, August and September.

Division 108, Springfield, Mass., will omit their second regular meeting during July and August.

Division 218, Savannah, Ga., will hold regular meeting on the first Sunday only during July and August.

Division 227, Lincoln, Neb., will omit all regular meetings during July and August and, also, their first regular meeting in September.

Division 317, New Haven, Conn., will hold their first regular meeting during July, August and September, all others being suspended during that period.

Division 391, Long Island City, N. Y., will omit their first regular meeting during July, August and September.

Division 336, Duluth, Minn., will hold regular meetings on the second Sunday only, during July, August and September.

Division 413, Boston, Mass., will hold no meetings during the months of July and

August and will dispense with the first meeting in September.

Division 472, Fairmont, W. Va., will suspend its second regular meeting during the months of July, August and September.

Division 500, New London, Conn., will meet on the fourth Sunday only, during July and August.

Division 517, Dickinson, W. Va., will hold regular meetings on the second Sunday only during July, August and September.

Bethlehem Division 1, Ladies' Auxiliary, Cleveland, Ohio, will discontinue regular meetings during the month of August.

### P. R. R. Pensions

The number of employes of the Pennsylvania Railroad receiving pensions from the company on January 1, 1909, was over 2,000, and the payments to them during the year 1908 amounted to \$544,245. Since the Pension Department was established in 1900 the sum of \$3,445,794 has been paid to retired employes. When the pension system was inaugurated the sum of \$300,000 was appropriated for the first year's payments; in 1902 this was increased to \$390,000 and in 1907 to \$600,000. This does not include the operating expenses of the department, which in 1908 amounted to \$5,369. A total of 367 employes were retired on pensions in 1908, while 211 men who were already on the pension list died during the year. The number of retired employes on December 31, 1908, was 2,176. The average age of those receiving pensions is 73 years and 3 months, while the oldest employe on the list attained the age of 92 years in 1908.

### Our Railroads

Now here! We might as well speak plainly about this matter. Some people of late seem to have acquired the incendiary opinion that our railroads exist for the purpose of serving the public. Accordingly the legislators seek to regulate passenger rates. Accordingly, also, when the railroads attempt to raise freight rates they are met with violent objections on the part of the shippers. Accordingly, also further, when the railroads propose to lower wages they are met with stern refusals from selfish employes. Now all this antagonism comes, as indicated above, from an erroneous conception as to the proper function of a railroad.

The proper function of a railroad is to pay dividends, not to speak of salaries and interest on bonds. Can it be claimed for a moment that the sacred right of eminent domain, so extensively employed in providing valuable rights of way, would have been exercised for a purpose any less noble than

dividends? Some people seem to have lost all sense of proportion amid our modern strenuities. Let it be understood, once and for all, that if we cannot run our railroads so that some one can make money on them, we shall simply have to get along without them altogether.—Ellis O. Jones in "Success Magazine."

#### Lost Letters Found

Six hundred letters, some of which were mailed four years ago, were found under the floor of a mail car in service between Salt Lake City, Utah, and Butte, Mont. This strange concealment of mail was caused by a crack in the wall behind one of the "pigeonholes."

A carpenter, in repairing the car, pulled up a board and found the letters. They were in good condition. Some of them had been mailed recently, others were four years old.—Railway Record.

#### Boston to Have World's Fair in 1920

The Boston Herald of April 19th, contained the first and exclusive announcement of the inception of a movement to commemorate the three-hundredth anniversary of the landing of the Pilgrims and the Founding of New England by a World's Ter-Centennial Exposition in Boston in 1920.

New England alone, of all parts of the Union, has never had its World's Fair; and it is believed that the national and universal interest in the historic event which the exposition will commemorate will command the enthusiastic approval and support of the American people of all sections and of all classes.

#### Seattle a Railroad Focus

Twenty years ago, Seattle was a struggling town of the then Territory of Washington, without a direct line of railway connection with the East, or any foreign lines of ocean transportation. Today, four transcontinental lines—the Great Northern, Northern Pacific, Burlington, and Canadian Pacific—run trains out of Chicago for Seattle, and it is a question of but a short time when other transcontinental lines will be operating to the same port. The Union Pacific and the North Coast are now under construction, and the Chicago, Milwaukee & St. Paul has been completed, but is not yet in operation.

In ocean transportation, independent of the numerous coast lines, Seattle has direct connection with Japanese and Chinese ports and the Hawaiian Islands.

Seattle's enormous increase in traffic is illustrated by the fact that in the last twelve years her freight business has increased over 400 per cent. This increase is no more

remarkable than that of her population. The last census gave Seattle about 80,000, while the next census will give her over 300,000 people.—From "Seattle, A Metropolis Built in a single Generation," by Richard A. Balingier, in the American Review of Reviews for June.

#### Red-Blooded Exercise

America is becoming too prone to sit back in contented admiration and watch the trained few engage in games of strength and skill.

Exercise should be by the people and not for the people. As a means of exercise nothing embraces so much of pleasure and exhilaration as cycling. Every muscle, every nerve, every faculty is spurred to healthful activity.

And best of all, this exercise is in the open, where each deep breath of air fills the lungs with the sweetest and purest of all health tonics—oxygen.

Bicycles have been wonderfully improved even within the past five years. It is surprising what a fine wheel a few dollars will now buy.

We never realized this so fully as we do after looking through the latest catalog of the Mead Cycle Company of Chicago.

If you are interested in bicycles or if you feel the need of this sort of red-blooded exercise, write this company for a copy of their catalog. They will gladly send it and a wheel too for ten day's free trial if you wish.

#### Understood Signal

Railway men—conductors, engineers, and brakemen—are so accustomed to communicate with each other by means of gestures that the habit of looking for such dumb signals becomes a kind of second nature, says Harper's Weekly. In this connection a western railway official tells of an incident in that part of his state where it is so common for cattle to be run over that the manager of one "jerk-water" line required his engineers to report all such accidents, with full particulars as to time, place, and circumstances.

One day a complaint was received at headquarters that a valuable cow had been killed on a certain day by a certain engine. The case was referred to the proper department, but reference to the files showed that the engineer had failed to report such an accident. Accordingly he was sent for, and asked why he had omitted to report the matter.

"I didn't know I hurt the cow," he said.

"Then you remember hitting her?"

"Yes, and I slowed up as she rolled over on her back; but she waved her feet for me to go ahead; and so I concluded she was all right."—Exchange.

# Mortuary Record

- ANDREWS**—Brother H. H. Andrews, Division 19, Elkhart, Ind.  
**AIKEN**—Brother J. B. Aiken, Division 86, Escanaba, Mich.  
**BEDELL**—Brother F. S. Bedell, Division 413, Boston, Mass.  
**BOWERS**—Brother D. H. Bowers, Division 139, Knoxville, Tenn.  
**CLARK**—Brother A. H. Clark, Division 208, Charleston, S. C.  
**CROWLEY**—Brother A. J. Crowley, Division 49, Moberly, Mo.  
**COOK**—Brother E. L. Cook, Division 98, Montgomery, Ala.  
**DEVERS**—Brother J. Devers, Division 34, Boone, Ia.  
**DASCOMB**—Brother C. H. Dascomb, Division 287, San Marcial, N. M.  
**ELZBECK**—Brother R. A. Elzbeck, Division 1, Chicago, Ill.  
**ELDER**—Brother C. E. Elder, Division 57, Ft. Worth, Tex.  
**FINNEY**—Brother A. E. Finney, Division 290, Paducah, Ky.  
**GODFREY**—Brother W. H. Godfrey, Division 8, Rochester, N. Y.  
**HAGAN**—Brother H. Hagan, Division 53, Denison, Tex.  
**HEAP**—Brother W. H. Heap, Division 157, Boston, Mass.  
**HOUSTON**—Brother H. H. Houston, Division 57, Ft. Worth, Tex.  
**HENNESSEY**—Brother J. E. Hennessey, Division 117, Minneapolis, Minn.  
**HAWKINS**—Brother M. H. Hawkins, Division 145, Conneaut, Ohio.  
**HILL**—Brother F. K. Hill, Division 293, Chicago, Ill.  
**JORDAN**—Brother F. M. Jordan, Division 233, Middleport, Ohio.  
**JACKSON**—Brother G. J. Jackson, Division 496, Ottumwa, Iowa.  
**KELSEY**—Brother W. H. Kelsey, Division 91, Portland, Ore.  
**MACK**—Brother G. Mack, Division 69, El Paso, Tex.  
**MULLINS**—Brother M. Mullins, Division 8, Rochester, N. Y.  
**MARSHALL**—Brother V. R. Marshall, Division 320, Dayton, Ohio.  
**McKEY**—Brother E. W. D. McKey, Division 26, Toledo, Ohio.  
**McNAMARA**—Brother D. L. McNamara, Division 285, Spokane, Wash.  
**McGILL**—Brother J. McGill, Division 111, Los Angeles, Calif.  
**POWELL**—Brother C. M. Powell, Division 102, Grand Rapids, Mich.  
**POOR**—Brother A. C. Poor, Division 63, Durango, Colo.  
**PARSONSON**—Brother G. T. Parsonson, Division 8, Rochester, N. Y.  
**RAY**—Brother J. E. Ray, Division 127, Danville, Ill.  
**RUST**—Brother E. L. Rust, Division 392, San Bernardino, Calif.  
**SHEPPARD**—Brother A. B. Sheppard, Division 55, Kansas City, Mo.  
**SNOVER**—Brother A. B. Snover, Division 256, Smithville, Tex.  
**STANSIL**—Brother J. F. Stansil, Division 308, Mt. Carmel, Ill.  
**TERRY**—Brother S. Terry, Division 57, Ft. Worth, Tex.  
**TOCK**—Brother H. D. Tock, Division 160, Wilkes-Barre, Pa.  
**VAN DYKE**—Brother J. B. Van Dyke, Division 187, Sunbury, Pa.  
**WELLS**—Brother S. M. Wells, Division 196, Jacksonville, Fla.  
**WHITE**—Brother J. W. White, Division 422, Chaffee, Mo.  
**YAGER**—Brother E. A. Yager, Division 47, Winnipeg, Man.
- AUSTIN**—Daughter of Brother R. H. Austin, Division 210, Roanoke, Va.  
**BYERS**—Father of Brother I. B. Byers, Division 340, Gladstone, Mich.  
**BECKETT**—Mother of Brother H. M. Beckett, Division 360, Two Harbors, Mich.  
**CORTHEUM**—Mother of Brother J. L. Cortum, Division 302, La Fayette, Ind.  
**DELANEY**—Son of Brother W. J. Delaney, Division 48, Detroit, Mich.  
**EVANS**—Mother of Brother D. W. Evans, Division 256, Smithville, Tex.  
**GODFREY**—Father of Brother W. R. Godfrey, Division 139, Knoxville, Tenn.  
**HENNING**—Mother of Brother M. C. White, Division 139, Knoxville, Tenn.  
**LEAVEY**—Wife of Brother W. Leavey, Division 206, Springfield, Ill.  
**MOSBY**—Brother of Brother W. W. Mosby, Division 271, Wilmington, N. C.  
**McNUTT**—Wife of Brother H. C. McNutt, Division 148, Chattanooga, Tenn.  
**McGEEVY**—Mother of Brothers G. H. and S. B. McGreevy, of Division 360, Two Harbors, Minn., J. C. McGreevy, Division 336, Duluth, Minn., T. J. McGreevy, Division 215, Austin, Minn., and Martin McGreevy, Division 285, Spokane, Wash.  
**McGAFFEY**—Wife of Brother D. R. McGaffey, Division 44, Denver, Colo.  
**RAY**—Mother of Brother B. B. Ray, Division 1, Chicago, Ill.

# THE RAILWAY CONDUCTOR

## General Information Relative to Mutual Benefit Dept.

Assessment No. 503 is for death of F. B. Bowers, June 24, 1909. See Article 13, Laws Governing Mutual Benefit Department.

### BENEFITS PAID FROM MAY 1 to MAY 31, 1909.

Ben. No.	NAME	DIV.	CERT. NO.	SERIES	AMOUNT	FOR	CAUSE
5378	Joseph Bassett	415	924	B	\$ 2000	Dis.	Loss of hand
5379	Geo. C. Hill	369	1079	B	2000	Death	Accident
5380	H. S. Jumper	88	3202	B	2000	Death	Throat cut
5381	J. B. Buford	221	6222	B	2000	Death	Cancer of Bladder
5382	L. M. Blankenship	49	9816	B	2000	Death	R. R. Accident
5383	Thos. Hanley	419	10559	B	2000	Death	Appendicitis
5384	J. J. Christy	201	5066	C	3000	Death	Accident
5385	J. J. Fitzgerald	91	10961	A	1000	Death	LaGrippe
5386	G. L. Hamilton	195	6190	C	3000	Death	Pulmonary Abscess
5387	R. M. Toppin	162	9488	A	1000	Death	General Debility
5388	James Smith	147	8531	A	1000	Death	R. R. Accident
5389	E. M. Toole	10	10698	A	1000	Death	Pneumonia
5390	J. B. Nester	347	9057	B	2000	Death	Pneumonia
5391	N. E. Daniels	84	12179	B	2000	Death	Gun Shot Wound
5392	S. A. Jones	105	2606	A	1000	Death	R. R. Accident
5393	J. R. Porter	78	5071	C	3000	Death	Heart Trouble
5394	Frank Peterson	383	278	C	3000	Death	Heart Trouble
5395	M. N. Arnold	304	136	D	4000	Death	Tuberculosis
5396	G. D. Dorsey	123	3458	B	2000	Death	Uremia
5397	J. T. Downey	96	13912	B	2000	Death	Heart Failure
5398	M. A. Starr	458	8472	B	2000	Death	Typhoid Fever
5399	H. Sullivan	321	9370	B	2000	Death	Tuberculosis
5400	M. R. Jones	70	6237	B	2000	Dis.	Loss of both legs
5401	C. S. Templeton	88	459	A	1000	Death	Gall Stones
5402	J. T. Mitchell	2	909	B	2000	Death	Pneumonia

### NUMBER OF MEMBERS ASSESSED.

Series A, 13,505; Series B, 17,157; Series C, 8,262; Series D, 375; Series E, 53. Amount of Assessment No. 503, \$74.370.

### FINANCIAL STATEMENT.

Received on Mortuary Assessment to May 31, 1909.....	\$11,511,652.15
Received on Reserve Fund Assessment to May 31, 1909.....	674,905.65
Received on Expense Assessment to May 31, 1909.....	123,155.80
Received on Application, etc., to May 31, 1909.....	183,752.65
	<b>\$12,493,466.25</b>
Total Amount of Benefits paid to May 31, 1909.....	\$11,020,567.00
Total Amount of Expenses paid to May 31, 1909.....	295,875.05
To the Credit of Mortuary Fund, May 31, 1909.....	491,085.15
To the Credit of Reserve Fund, May 31, 1909.....	674,905.65
To the Credit of Expense Fund, May 31, 1909.....	11,033.40

### EXPENSES PAID DURING MAY.

Sundry expense, \$18.60; Postage, \$398.00; Stationery and Printing, \$40.60; Salary, \$854.00; Fees returned, \$39.00.

W. J. MAXWELL, Secy.

### Location and Number of Divisions by States and Provinces.

[illegible]

# Order of Railway Conductors--Directory

## OFFICERS OF THE GRAND DIVISION.

A. B. GARRETSON, President	Cedar Rapids, Iowa.
L. E. SHEPPARD, Senior Vice-President	Cedar Rapids, Iowa.
W. J. MAXWELL, Grand Secretary and Treasurer	Cedar Rapids, Iowa.
E. P. CURTIS, Vice-President	Smithville, Texas.
W. M. CLARK, Vice-President, 1152 E. 59th street	Chicago, Illinois.
S. N. BERRY, Vice-President, 53 Beatrice street	Toronto, Ontario.
T. A. GREGG, Vice-President, 1201 Patterson avenue	Roanoke, Va.
F. J. BRADFORD, Grand Inside Sentinel, 273 Central street	Manchester, N. H.
B. H. HARBIN, Grand Outside Sentinel, Hotel Roosevelt	Monterey, Mexico.

## TRUSTEES.

J. D. CONDIT, Chairman, 419 Sixth street, south, Minneapolis, Minn.	
J. E. ARCHER, The Plymouth, 1236 11th street, N. W., Washington, D. C.	
C. D. BAKER, 23 Benedict street, Somerville, Mass.	

## INSURANCE COMMITTEE.

WM. J. DURBIN, Chairman, 3326 Cedar street, Milwaukee, Wis.	
W. H. INGRAM, St. Thomas, Ont.	C. E. WHITNEY, 916 S. Vermont St., Sedalia, Mo.

C. Chief Conductor. S. Secretary. Names in *italic type* are Cipher Correspondents. Postoffice address of Division officers is same as location of Division, unless otherwise noted.

1—CHICAGO, Chicago, Ill., 1st & 3d Sun., 2 p. m., Commandery hall, 18th floor Masonic Temple.	11—NEWTON, Newton, Kans., 1st & 3d Sun., 2 p. m., K. P. hall, corner 5th & Main.	21—MASON CITY, Sanborn, Ia., 1st Sun., 10:30 a. m., 3d Sun., 2 p. m., I. O. O. F. hall.
C. A. Finney, 7245 Jackson av...C	E. H. Kitching, 401 E. 2d st...C	Geo. N. McCulloch.....C
C. D. Kellogg, 233 Railway Exchange, Acting.....S	J. McCabe, 616 E. 4th st.....S	J. L. Sullivan, box 28.....S
2—BUFFALO, Buffalo, N. Y., 1st, 3d, & 4th Sun., 2 p. m., A. O. U. W. hall.	12—LACKAWANNA, Scranton, Pa., 2d & 4th Sun., 2:15 p. m., German Odd Fellows' hall.	23—SYLVANIA, Tamaqua, Pa., 1st & 3d Sun., 1:30 p. m., I. O. O. F. hall.
O. D. France, 62 Glenwood...C	Daniel Howley, 320 R. R. ave.C	W. E. Houser, 119 Pine st...C
A. Keating, 458 S. Division st..S	Geo. Frounfelter, 1137 Rock st..S	R. J. Kantner, 155 Orwigburg st. ....S
3—ST. LOUIS, St. Louis, Mo., 2d & 4th Sun., 1:30 p. m., Park & Jefferson aves.	13—UNION, St. Thomas, Ont., 2d & 4th Sun., 2 p. m., B. of L. F. hall, Talbot st.	24—ST. ALBANS, St. Albans, Vt., 1st & 3d Sun., 2:30 p. m., Morten's hall, Main St.
E. E. Williams, Kirkwood, Mo.C	Pat Handley, 29 Alma st....C	James O'Hear, High st.....C
Jno. J. Murphy, Webster Groves, Mo. ....S	John Mackenzie, 50 Gladstone.S	H. N. Lampman, 5 Cedar st..S
4—MARSHALL, Oskaloosa, Ia., 1st & 3d Mon., 7:30 p. m., Foresters' hall.	14—CLEVELAND, Cleveland, O., 2d & 4th Sun., 2 p. m., Pythian Temple, Huron Road.	25—MAPLE CITY, Ogdensburg, N. Y., 1st & 3d Sun., 1 p. m., Maccabee hall.
Geo. W. Russell, 523 N. B st..C	W. C. Aldrich, 2924 E 72d st..C	E. A. Prichard, 103 Montgomery st. ....C
J. W. Shreve, 631 N. C st....S	J. H. Archer, 3228 Lake Shore Blvd., Collinwood, O.....S	Jas. Baldwin, 91 Knox st....S
5—COLLINS, Baltimore, Md., 1st & 3d Sun., 2 p. m., Sun-noburg hall.	15—STRATFORD, Stratford, Ont., 2d & 4th Sun., 2:30 p. m., Societies hall.	26—TOLEDO, Toledo, Ohio, 2d & 4th Sun., 2 p. m., Pythian Castle, Jefferson & Ontario.
Theo. Shafer, 723 Canton st..C	M. D. Hushin, 137 Nile st...C	A. B. Jones, 1672 Western ave.C
F. F. Hoffmeister, 1722 Wilkens S	R. T. Buchanan, 37 Milton st..S	H. C. Hatcher, 510 Cherry st.S
6—BATTLE CREEK, Battle Creek, Mich., every Wed., 2 p. m., K. O. T. M. hall.	16—LONDON, London, Ont. 1st & 3d Sun., 2 p. m., K. P. hall.	27—ARNUM, Hamilton, Ont., 1st & 3d Sun., 2:30 p. m., A. O. U. W. hall.
A. E. Shepard, 29 N. Union st.C	B. W. Bennett, 386 York St...C	Jas. McMahon, 198 Gibson ave.C
M. H. Chadwick, 91 S Monroe.S	H. J. Heath, Hyde Park, Ont.S	A. Cameron, 297 York st....S
7—HOUSTON, Houston, Tex., every Mon., 2 p. m., K. of P. hall, 113½ Main st.	17—TORONTO, Toronto, Ont., 1st & 3d Sun., 2:30 p. m., Occident hall, Queen & Bathurst.	J. E. Oldfield, 150 Catherine st.
Thos. D. McDonald, 2802 ave. H., Galveston, Tex.....C	John Buller, 7 Classic ave....C	28—CARVER, Atchison, Kans., 2d & 4th Sun., 2:30 p. m., Masonic hall, 6th & Commercial.
J. M. Ramsey, 3701 Barnes st..S	A. Riley, 706 Markham st.....S	James J. Kelly, 1101 N. 5th...C
8—ROCHESTER, Rochester, N. Y., 1st & 3d Sun., 3 p. m., Reynolds' Arcade hall.	Wm. J. Gray, 95 Kenilworth	H. P. Ming, 428 S. 4th st....S
F. T. Everett, 24 Arlington st.C	18—MAGNOLIA, Temple, Tex., every Mon., 3 p. m., O. R. C. hall.	29—RANDOLPH, Ottawa, Ont., 2d & 4th Sun., 2 p. m., Victoria hall, Albert st.
J. O. Spelman, 83 Clifton st..S	R. E. Kilpatrick, 114 N. 7th..C	D. W. Brown, 31 Florence st..C
9—ELMIRA, Elmira, N. Y., 2d & 4th Sun. 3 p. m., I. O. O. F. Temple.	H. W. Smith, 515 N. 1st st....S	J. B. Morris, 305 Bronson ave.S
Thos. Lynch, 357½ W. Clinton.C	19—ELKHART, Elkhart, Ind., 2d & 4th Sun., 2 p. m., McKean hall, 415 S. Main st.	31—STAR, Burlington, Iowa, 1st & 3d Sun., 2:15 p. m., W. O. W. hall, Washington & 4th st.
G. W. Grantier, 460 South ave.S	W. H. Darling, 401 Vistula st.C	J. P. O'Keefe, 1003 Summer..C
10—SOUTHERN TIER, Sayre, Pa., 1st & 3d Sun., 7:30 p. m., Trainers' hall.	F. H. Conboy, 909 S. 3d st....S	R. W. Robinson, 126 Marietta.S
F. D. Gillen, 446 E. Chemung st., Waverly, N. Y.....C	20—GARFIELD, Collinwood, O., 1st & 3d Sun., 2 p. m., K. P. hall.	32—KEYSTONE, Meadville, Pa., every Sun., 3 p. m., I. O. O. F. temple, Center st.
M. O'Brien, 125 Park Place, Waverly, N. Y.....S	J. H. Berger, 923 Manning...C	D. B. Coyle, 1219 Park ave...C
	R. W. Pierce, 899 Manning...S	W. B. Greene, 111 Pine st....S
	21—CRESTON, Creston, Ia., 2d & 4th Sun., 2 p. m., Potter Post hall.	
	W. H. Longstreet, 301 S. Birch st. ....C	
	J. T. Reynolds, 213 Adams st..S	

33—CLINTON, Clinton, Iowa, 1st & 3d Mon., 2 p. m., K. P. hall.  
 Thos. Gavin, 103 N. 3d st....C  
 N. J. Oakes, 411 8th ave.....S  
 Geo. H. Steele, 317 8th ave.....S

34—BOONE, Boone, Iowa, 2d Mon., & 4th Tues., 1:30 p. m., K. P. hall.  
 S. M. Wooster, 12th st.....C  
 Jas. H. Driscoll.....S  
 J. H. Phillips, 212 Benton st.

35—NORTH PLATTE, North Platte, Neb., 2d & 4th Mon., 2 p. m., K. P. hall.  
 S. C. McComber.....C  
 B. G. Weston, 703 E. 4th st....S

36—ARKANSAS VALLEY, Pueblo, Colo., every Sun. 2 p. m., Amherst bldg., 2d & Main st.  
 C. A. Black, 302 Center st....C  
 W. P. Hastings, care Crews-Beggs D. G. Co.....S

37—DELAWARE, Phillipsburg, N. J., 1st & 3d Sun., 2 p. m., Ortygia hall, Hanover st.  
 William F. Amey, 30 Market...C  
 C. Fishbough, 55 Bennett st....S

38—DES MOINES, Des Moines, Iowa, 1st & 3d Sun., 10 a. m., I. O. O. F. hall, 615 Locust st.  
 E. G. Potter, 1149 19th st....C  
 J. C. Walker, 418 4th st.....S

39—HANNIBAL, Hannibal, Mo., 1st & 3d Sun., 2:30 p. m., K. F. hall, No. 5, Broadway.  
 L. G. Minor, 216 4th S. S....C  
 J. M. Willett, 219 S. 7th st....S

40—ST. PAUL, St. Paul, Minn., 1st & 3d Sun. 3 p. m., K. of C. hall, 109 Cedar st.  
 C. M. Fitzgerald, 734 Laurel...C  
 H. A. Baster, 352 Moore blk....S

41—MAJOR MORRIS, Blue Island, Ill., 2d & 4th Sun., 10 a. m., Masonic hall.  
 E. B. Morrill, 7627 Eggleston ave., Chicago, Ill.....C  
 E. W. Dea, 7509 Goldsmith ave., Chicago, Ill.....S

42—TRENTON, Trenton, Mo., 1st & 3d Sun., 2 p. m., I. O. O. F. hall, 415 Water st.  
 Mc W. Williams, 711 Prospect...C  
 H. Ginn, 401 Cedar st.....S

43—CENTRAL, E. Syracuse, N. Y., 1st & 3d Sun., 2:30 p. m., 2d & 4th Mon., 8 p. m., B. R. T. hall.  
 E. W. Tillotson.....C  
 M. E. Sarr.....S

44—DENVER, Denver, Colo., Mon., 2 p. m., Odd Fellows' hall, 1543 Champa st., 3d floor.  
 W. S. Ammon, 545 S. Washington st.....C  
 F. D. Elliott, 422 Exchange bldg.....S

45—CHAPMAN, Oneonta, N. Y., 2d & 4th Sun., 2:30 p. m., Willen Bank, Main st.  
 Wm. Murray, 19 Otsego st....C  
 F. W. Miller, 17 River st.....S

46—MILWAUKEE, Milwaukee, Wis., 1st & 3d Sun., 2 p. m., 623 Grand ave.  
 J. C. Cummings, 110 18th st...C  
 F. J. Vebber, 694 Cramer st....S

47—NORTH STAR, Winnipeg, Man., 2d & 4th Sun., 14 E. Commercial Travelers' hall.  
 H. E. Barker, 511 Gertrude...C  
 T. F. Glenwright, 692 Langside st.....S

48—DETROIT, Detroit, Mich., 1st & 3d Sun., 2 p. m., Golden hall, 32 Michigan ave.  
 Geo. H. Lyon, 153 Willis ave...C  
 W. H. McAllister, 191 Farnsworth ave.....S

49—MOBERLY, Moberly, Mo., 2d & 4th Sun., 2:30 p. m., Rathwell bldg.  
 Sam Riley.....C  
 E. W. Jarvis.....S

50—HARTFORD, Hartford, Conn., 2d Sun. 2 p. m., K. P. hall, 11 Central Row.  
 C. S. Brigham, 10 Belden st....C  
 C. H. Curtis, 255 Main st., Bristol, Conn.....S

51—TYRONE, Tyrone, Pa., 1st Sat., in April, 2d Wed. in May, and so on in alternate months, G. A. R. hall.  
 Harry F. Bell, 1020 Lincoln...C  
 Thos. S. Minery, 19 Commercial st., Lock Haven, Pa....S

52—NEVERSINK, Port Jervis, N. Y., 2d & 4th Sun., 1 p. m., K. P. hall, Wickham bldg.  
 J. H. Gordon, Matamoras, Pa...C  
 Thos. E. Gray, 69 Ball st.....S

53—LONE STAR, Denison, Tex., 2d & 4th Sun., 2 p. m., O. E. C. hall, 221½ Main st.  
 L. H. Woodmansee, 422 N. Burnett ave.....C  
 R. T. Arthur, 1030 W. Sears st.S

54—NEW YORK CITY, New York, N. Y., 1st & 3d Sun., 1:30 p. m., 155 E. 48th st.  
 C. D. Cramer, 952 Lafayette ave., Brooklyn, N. Y.....C  
 C. F. Heitsman, 609 Van Buren st., Brooklyn, N. Y....S

55—KAW VALLEY, Kansas City, Mo., every Mon., & 1st Sat., 2 p. m., Arlington hall.  
 E. H. Smith, 3215 Oak st....C  
 Geo. W. Rose, 305 Ord st.....S

56—S. C. PRIEST, Albany, N. Y., 3d Sun. 2:30 p. m., Pythian hall, 50 State st.  
 E. S. Herrick, 46 Clinton ave...C  
 M. C. Ekins, 67 N. Pearl st....S

57—EVERGREEN, Fort Worth, Tex., Mon.—July 19, Aug. 9 & 30, Sept. 20, Oct. 11, Wed.—July 7, Sept. 29, Oct. 20, I. O. O. F. hall, 2 p. m.  
 J. A. Starling, 5th & Main st...C  
 M. S. Bogert, 205 Adams st....S

58—VALLEY CITY, Cedar Rapids, Ia., 2d & 4th Sun., 2:30 p. m., Canfield hall, 422 2d ave.  
 J. Nauholz, 1507 4th ave.....C  
 F. A. Holloway, 1204 4th ave...S

59—ALAMO, Texarkana, Ark., 1st & 3d Tues., 8 p. m., Masonic hall.  
 C. H. Moss, 220 W. 13th st....C  
 C. R. Johnson, box 85.....S

60—QUEEN CITY, Sedalia, Mo., 1st & 3d Sun., 2 p. m., K. P. hall, 114 E. 5th st.  
 H. N. Reid, 506 E. 10th st....C  
 J. W. Mallory, 313 Ohio st....S

61—LACROSSE, LaCrosse, Wis., 1st & 3d Sun., 2:30 p. m., K. P. hall, 715 Rose st.  
 Jno. Wheldon, 627 S. 5th st...C  
 E. A. Sloane, Post Office.....S

62—TRIUMPH, Lyndonville, Vt., 3d Sun. 2 p. m. Cheney's Hk.  
 T. B. Flint, St. Johnsbury, Vt...C  
 C. L. Hayes, Box 58, Newport, Vt.....S

63—SAN JUAN, Durango, Colo., 4th Sun., 8 p. m., K. P. hall.  
 I. J. Lyons, 833 4th ave.....C  
 E. Gogarty, 1115 4th ave.....S

64—ERIE, Erie, Pa., 1st & 3d Sun., 2:30 p. m., B. of L. E. hall, 1220 State st.  
 Hugh D. Rooney, 1112 Walnut...C  
 Chas. A. Root, 919 E. 21st st..S  
 Don Scarry, 461 W. 17th st.

65—CAMPBELL'S LEDGE, Pittston, Pa., 1st & 3d Sun., 2:30 p. m., Booth's hall, S. Main st.  
 F. C. Brown, 470 N. Main st....C  
 D. W. Howell, 39 Montgomery st., W. Pittston, Pa.....S

66—PINE TREE, Portland, Me., 3d Sun., 2 p. m., Rossini hall.  
 D. J. Murphy, 178 Stevens ave...C  
 W. Sprague, 810 Congress st....S

67—WATERLOO, Waterloo, Ia., 1st Sun., 2:30 p. m., 3d Sun., 9:30 a. m., Kurth hall.  
 G. L. Ward, 55 Franklin st....C  
 H. G. Searles, 421 Argyle st..S

68—BARABOO, Baraboo, Wis., 1st & 3d Sun., 2 p. m., B. L. E. hall, 3d st.  
 A. E. Cook, 339 5th st.....C  
 H. G. Gropp, 304 10th ave....S

69—EL PASO, El Paso, Tex., every Sat., 2 p. m., K. P. hall.  
 G. L. Stockwell, Box 972.....C  
 George H. Aiken, box 455.....S

70—MONTEZUMA, East Las Vegas, N. M., every Fri., 9:30 a. m., O. R. C. hall.  
 J. Quinn, Box 61.....C  
 J. M. Leaveny, 924 4th st....S

71—CHATTAHOOCHEE, Columbus, Ga., 1st & 3d Mon., 7:30 p. m., N. E. cor. Brd. & 11th sts.  
 Chas. Reichert, 1320 4th ave...C  
 C. E. Cole, 1442 4th ave.....S

72—FARGO, Jamestown, N. D., 2d & 4th Sun., 2 p. m., White & Henderson hall.  
 John Tracy, 1009 W. Main st..C  
 E. J. Knowles, 229 3d ave...S

73—ASHTABULA, Ashtabula, O., 1st & 3d Sun., 2:30 p. m., O. R. C. hall, Tyler blk, Main.  
 L. M. Robinson, 256 Main st...C  
 A. H. Chapin, 5 Fisk st.....S

74—HENWOOD, Decatur, Ill., 1st & 3d Sun., 2:30 p. m., K. P. hall, Water st.  
 F. H. Scott, 326 N. Morgan st..C  
 J. B. Oldridge, 1253 E. Eldorado st.....S

75—MT. ROYAL, Montreal, Que., 2d & last Mon., 1:30 p. m., Unity hall, Wellington st.  
 H. Gendron, 875 Wellington st..C  
 T. Anderson, 42 Charron st....S

76—SAN ANTONIO, San Antonio, Tex., every Sat., 3 p. m., Market & Navarro sts.  
 P. C. Wood, Mackay Bldg.....C  
 W. A. Shafer, box 313.....S

77—PALESTINE, Palestine, Tex., every Sat., 3 p. m., K. P. hall, Main st.  
 T. H. Fitts, 306 S. Sycamore st..C  
 A. D. Boggs.....S

78—ROBINSON, Savanna, Ill., 2d & 4th Sun., 2:30 p. m., Engineers' hall.  
 R. L. Piper.....C  
 Carl Schoen.....S

79—PEORIA, Peoria, Ill., 2d & 4th Sun., 10 a. m., Oak hall.  
 W. W. Carroll, 115 Frye ave...C  
 J. R. Nelson, 317 Morgan st..S

80—WEST FARNHAM, Montreal, P. Q., 1st Sun., 2:30 p. m., 3d Tues., 1:30 p. m., over Merchants Bank of Canada.  
*R. Church, 37 Viature st., Montreal annex, Que. ....C*  
*E. Barnes, Newport, Vt. ....S*

81—FRIENDSHIP, Beardstown, Ill., 1st & 3d Sun., 9:30 a. m., B. R. T. hall.  
*A. J. Frasier, ....C*  
*G. H. Newberry, ....S*

82—DURBIN, Madison, Wis., 2d Sun., 2 p. m., Brown blk.  
*Thomas Kelley, 1316 Spring st. C*  
*W. H. Smith, 546 W. Dayton. S*  
*J. M. Usher, 209 S. Broom st. S*

83—GALESBURG, Galesburg, Ill., 1st Sat. 7:30 p. m., 3d & 5th Sun., 2:30 p. m., A. O. U. W. hall.  
*M. O. Williams, 146 5th st. ....C*  
*R. H. Stoner, 868 Monroe st. ....S*  
*W. H. Bowling, 959 E. Knox st. S*

84—PERRY, Perry, Iowa, every Tues. 2:30 p. m., Woodman's hall.  
*F. S. Craig, ....C*  
*H. P. Ward, ....S*

85—AZETIC, Winslow, Ariz., every Mon., 2 p. m., Elks hall.  
*James Claffy, ....C*  
*A. Easgen, ....S*

86—DELTA, Escanaba, Mich., 1st & 3d Sun., 2 p. m., I. O. O. F. hall, 113 N. Charlotte st.  
*P. T. Wade, 1301 Wells ave. ....C*  
*E. H. Gibbs, 617 S. Jennie st. S*

87—BLOOMINGTON, Bloomington, Ill., every other Sun., 2 p. m., Jacoby hall.  
*P. A. Messenger, 1109 N. McLean st. ....C*  
*P. E. Murray, 208 W. Union. ....S*

88—ENNIS, Ennis, Tex., every Tues., 7:30 p. m., Woodman hall.  
*W. E. Shipp, 907 N. Gaines st. C*  
*Cecil Foris, 707 N. Main st. ....S*

89—MONON, Louisville, Ky., every Sun., 9:30 a. m., Masonic Temple, 4th & Chestnut.  
*T. C. Williams, 924 Walnut st. C*  
*S. M. Lawrence, box 84, Jeffersonville, Ind. R. R. No. 1. ....S*

90—WASECA, Waseca, Minn., 1st & 3d Sun., 2 p. m., A. O. U. W. hall.  
*M. S. Gunn, ....C*  
*E. A. Hutchinson, 802 Hill st. S*

91—MT. HOOD, Portland, Ore., 2d & 4th Sun., 2 p. m., K. P. hall, 11th & Alder sts.  
*E. S. Brown, 50½ N. 9th st. C*  
*E. A. Clem, 500 Hawthorne ave. S*

92—TERRE HAUTE, Terre Haute, Ind., 1st & 3d Sun., 10 a. m., Swope blk., 7th & Ohio.  
*W. W. Griffith, 1421 S. 10th st. C*  
*E. L. Kenney, 1503 S. 17th st. S*

93—FT. DODGE, Ft. Dodge, Ia., 4th Sun., 10 a. m., Red Men's hall, Central ave.  
*T. F. Hand, 321 S. 7th st. ....C*  
*W. D. Holcomb, 1416 Central. ....S*

94—GEO. C. CORNWALL, Winemucca, Nev., 1st & 3d Tues., 2:30 p. m., Silver State hall.  
*R. J. Ewing, ....C*  
*H. M. Leonard, ....S*

95—HARVEY, McCook, Neb., 2d & 4th Wed., 8 p. m., Morris hall.  
*S. E. Callen, ....C*  
*M. O. McClure, ....S*  
*H. A. Beale, ....S*

96—BELKNAP, Aurora, Ill., 1st & 3d Sun. 3 p. m., Charlemagne hall.  
*Geo. G. Speir, 270 North ave. C*  
*J. H. James, 519 Pearl st. ....S*  
*Thos. Flynn, 279 Grant Pl. ....S*

97—ROODHOUSE, Roodhouse, Ill., 2d & 4th Sat., 7:30 p. m., Odd Fellows' hall.  
*Geo. W. Litter, ....C*  
*E. S. Nichols, box 348. ....S*

98—MONTGOMERY, Montgomery, Ala., alternate Wed., 9:30 a. m., K. P. hall.  
*R. L. Butt, 121 Sayre st. ....C*  
*J. C. Elliott, 325 Catoma st. ....S*

99—MONTEVIDEO, Montevideo, Minn., 2d & 4th Sun., 1 p. m., Opera House blk.  
*George Eastman, ....C*  
*J. B. Mullen, ....S*

100—HOLLINGSWORTH, Columbus, O., 1st & 3d Sun., 1:30 p. m., K. P. hall, Main & 3d.  
*C. A. Skeele, 235 Marshall ave. C*  
*Wm. Hite, 1237 Summit st. ....S*

101—MATTOON, Mattoon, Ill., 1st & 3d Sun., 2 p. m., I. O. O. F. hall.  
*W. W. Simpson, 2413 Western. C*  
*P. S. Thomas, box 274. ....S*

102—OATLEY, Grand Rapids, Mich., 2d & 4th Sun., 10 a. m., Majestic Theatre bldg.  
*W. A. Hawker, 366 Cass ave. ....C*  
*Geo. Lane, 535 S. Ionia st. ....S*

103—INDIANAPOLIS, Indianapolis, Ind., 1st & 3d Sun., 2 p. m., 135 N. Delaware st.  
*Geo. Campbell, 230 N. Arsenal. C*  
*H. E. Joslin, 19 Parkview ave. S*

104—MILLARD, Middletown, N. Y., 4th Sun., 2 p. m., Macca-bee hall, 35 North st.  
*H. J. Morgan, Summitville, N. Y. ....C*  
*Wm. Faulkner, 18 Benton ave. S*

105—R. E. HARRIS, Meridian, Miss., every Sun., 3 p. m., K. P. hall, Rosenbaum bldg.  
*J. B. Ramsey, 1513 25th ave. ....C*  
*D. B. Griffin, 2817 8th st. ....S*

106—ROCK ISLAND, Rock Island, Ill., every Mon., 2 p. m., Engineers' hall, 30th & 5th ave.  
*A. McLees, 2944 5th ave. ....C*  
*M. F. Archer, 2849 8th ave. ....S*

107—CINCINNATI, Cincinnati, O., 2d & 4th Sun., 9:30 a. m., Richlieu hall, 9th & Plum sts.  
*A. E. Hornada, 613 Garfield ave., Middletown, O. ....C*  
*L. B. Grannan, box 265, Glendale, Ohio ....S*

108—CRESCENT CITY, New Orleans, La., 1st & 3d Mon., 11 a. m., Odd Fellows' hall.  
*J. S. Norris, 1124 Marengo st. C*  
*M. A. Smith, 1119 Dante st. ....S*

109—CRAWFORD, Gallion, O., every Mon., 7 p. m., B. of L. F. & E. hall.  
*W. S. Brumbaugh, 103 Livingstone ave, Dayton, O. ....C*  
*H. E. Zimmerman, 341 S. Un'n. S*

110—LOGAN, Logansport, Ind., 2d & 4th Sun., 2 p. m., Ben Hur hall, 4th & Broadway.  
*O. P. Shedron, 1201 Miami ave. C*  
*T. D. Hughes, 1419 Market st. ....S*

111—LOS ANGELES, Los Angeles, Cal., 1st & 3d Sat., 7:30 p. m., 730 S. Grand Ave.  
*Geo. O. Clark, 1612 Georgia Av. C*  
*W. C. Rall, 238a W. 23d st. ....S*

112—CENTRALIA, Centralia Ill., 2d & 4th Fri., 8 p. m., Engineers hall.  
*F. H. Cogswell, 226 N. Poplar. C*  
*J. L. Davis, 334 S. Poplar st. ....S*

113—BOWER CITY, Chicago, Ill., 2d Tues., 1 p. m., 4th Tues., 9:30 a. m., 167-169 E. Washington st., 3d floor.  
*C. W. Cole, Winnetka, Ill. ....C*  
*Geo. F. Sprague, 2483 N. Ashland ave. ....S*

114—R. B. HAWKINS, Pittsburg, Pa., 1st Sun., 10:30 a. m., 3d Sun., 2 p. m., Wabash Depot hall.  
*L. J. Johnson, 401 Hampton ave., Wilkensburg, Pa. ....C*  
*John Walters, 5209 Friendship ave. ....S*

115—EL CAPITAN, San Francisco, Cal., 1st & 3d Sun. 12:30 p. m., 2d & 4th Sat. 8 p. m., Brotherhood Teamsters' hall.  
*C. A. McIntyre, box 82, Santa Clara, Cal. ....C*  
*T. Billingslea, 2917 Greenwich st. ....S*

116—TYLER, Tyler, Tex., 2d & 4th Sun., 1:30 p. m., K. O. T. M. hall.  
*W. J. Wright, 414 S. Fannie. ....C*  
*F. A. Curtis, 500 W. Bow st. ....S*

117—MINNEAPOLIS, Minneapolis, Minn., 2d & 4th Sun., 2:30 p. m., 243 Nicollet ave.  
*C. R. Langan, 2741 Freemont. C*  
*J. L. Cook, 1911 E. 25½ st. ....S*

118—I. I. KANKAKEE, Ill., 2d & 4th Sun., 9:30 a. m., K. P. Castle hall, E. ave.  
*J. P. Burns, 193 5th ave. ....C*  
*G. B. Seits, 106 Station st. ....S*

119—WAYNE, Ft. Wayne, Ind., 2d & 4th Sun., 1:45 p. m., O. R. C. hall, 916 Calhoun st.  
*M. O. Ginty, 2435 Hoagland. C*  
*T. P. McArdle, 234 E. DeWald. S*

120—ATLANTIC, Huntington, Ind., every Tues. evening, 3d floor, First National Bank.  
*J. C. Hullinger, 98 Warren st. C*  
*E. C. Smith, 116 E. Franklin st. S*

121—HURON, Huron, S. D., 2d & 4th Sun., 10:30 a. m., Elks' hall.  
*Geo. Lawrence, 146 Wisconsin. C*  
*Wm. McCreery, 392 Nebraska. S*  
*E. E. Given, 377 Montana st. S*

122—BOSTON, Boston, Mass., 3d Sun., 2 p. m., John Winthrop hall, 446 Tremont st.  
*J. F. O'Donnell, 64 Summer st., Franklin, Mass. ....C*  
*C. D. Baker, 23 Benedict st., Somerville, Mass. ....S*

123—MACON, Macon, Ga., 1st & 3d Sun., 2 p. m., O. R. C. bldg., 408 Poplar st.  
*H. Dickinson, 145 Academy st. C*  
*A. N. Kendrick, 408 Poplar st. S*

124—WAHSATCH, Ogden, Utah, 2d & 4th Fri., 2:30 p. m., K. P. hall, 24th & Washington.  
*George Allen, 3369 Washington ave. ....C*  
*D. L. Boyle, 2618 Lincoln ave. ....S*

125—FRIENDLY HAND, Peru, Ind., every Sun., 10:30 a. m., Engineers' hall, Main & Bdwy.  
*J. F. Oldham, 360 E. 5th st. ....C*  
*W. G. Fletcher, 281 E. 6th st. S*

126—OMAHA, Omaha, Neb., 1st & 3d Sun., 2 p. m., Baright's hall, 19th & Farnum sts.  
*J. E. Mulick, 3608 Charles st. ....C*  
*Andrew Hystrem, 1427 Emmet st. ....S*

- 127—JAY GOULD, Danville, Ill.  
1st & 3d Sun., 2 p. m., Odd  
Fellows' hall.  
Wm. Stevenson, 11 Park st...C  
C. E. Bishop, 307 N. Walnut st...S
- 128—CHEYENNE, Cheyenne,  
Wyo., 1st & 3d Sun., 2:30 p.  
m., Fraternal hall.  
F. W. Munn, 221 E. 21st st...C  
E. W. Rich, 609 E. 19th st...S  
W. A. Mills, 2115 House st...
- 129—HALSTEAD, Halstead, Pa.  
2d Sun. and 4th Mon., 2  
p. m., Clune's hall.  
F. W. Allen.....C  
L. G. Wilmot, box 191.....S
- 130—STADACUNA, Quebec, P.  
Q., 2d & 4th Sun., 9 a. m., B.  
E. T. hall.  
A. Gingras, 109 des Fosses st...C  
E. Lemieux, 96 St. Dominique...S
- 131—LITTLE ROCK, Little  
Rock, Ark., every Mon., 3 p.  
m., O. R. C. hall.  
J. T. Wilson, 8 Whipple bldg...C  
J. S. Barkman, box 346.....S
- 132—SALIDA, SALIDA, Colo.,  
2d & 4th Sun., 2 p. m., K. P.  
hall.  
M. J. Guerin.....C  
A. L. Paul.....S
- 133—BOWLING GREEN, Bowling  
Green, Ky., 1st & 3d Mon.,  
and 2d & 4th Tues., 7:30 p. m.,  
Wright hall, Main & Adams st.  
F. W. Jones, 124 10th st...C  
J. H. Boussman, 219 Woodford...S
- 134—BELLEVUE, Bellevue, O.,  
every Mon., 2 p. m., C. M. B.  
A. hall.  
G. S. Harper, 239 Monroe st...C  
C. S. Brown, 242 Sandusky st...S
- 135—ROCK CITY, Nashville,  
Tenn., 1st & 3d Sun., 1:30 p.  
m., Nichol hall, Ash st & 4th av.  
E. T. Allen, 922 5th ave. S...C  
Frank Phelps, 1028 3d ave. S...S
- 136—ASHTON, Huntington, W.  
Va., 1st & 3d Sun., 2 p. m.,  
over Union Savings Bank.  
J. W. Davis, 926 6th ave...C  
D. J. Moore, 840 8th st...S  
C. W. Kilgore, 1139 6th ave.
- 137—OSAWATOMIE, Osawa-  
tomie, Kana., 1st Sun. & 3d  
Sat., 2:30 p. m., A. O. U. W.  
hall.  
J. A. Fry, L. Box 676, acting...C  
S
- 138—BRITTON, Garrett, Ind.,  
every Sun., 2 p. m., Red Men's  
hall.  
E. J. Lindman.....C  
B. A. Byers.....S
- 139—STANTON, Knoxville,  
Tenn., every Mon., 9:30 a. m.,  
French & Roberts bldg.  
J. T. Lawrence, Victoria Flts...C  
J. W. Beathard, 823 Deery st...S
- 140—NEW RIVER, Hinton, W.  
Va., 2d & 4th Sun., 2 p. m.,  
Big Four bldg., 3d ave.  
W. F. McFadden.....C  
Jas. F. Smith.....S  
S. B. Hamer.
- 141—ST. JOSEPH, St. Joseph,  
Mo., 2d & 4th Sun., 2 p. m.,  
Odd Fellows' hall.  
E. S. Kratzinger, 19th &  
Oak st.....C  
G. M. Riggis, 1801 Savannah...S
- 142—LARAMIE, Rawlins, Wyo.  
1st & 3d Wed. 2:30 p. m., K.  
P. hall.  
M. I. Parnell.....C  
R. L. Cusack.....S
- 143—DAUPHIN, Harrisburg,  
Pa., 1st & 3d Sun., 1 p. m.,  
Schutzenbaugh's hall.  
Cyrus Snavely, 2030 N. 5th...C  
George I. Wood, 1624 N. 3d...S  
A. H. Eastright, 531 Peffer st
- 144—DERRY, Derry Station,  
Pa., 1st & 3d Sun., 1:30 p. m.,  
I. O. O. F. hall.  
John Amend.....C  
W. J. Dedson, box 373.....S
- 145—NICKLE PLATE, Con-  
neaut, O., 2d & 4th Sun., 2 p.  
m., Grand Army hall.  
W. E. Peters, 458 State st...C  
Chas. Shearston, 508 State st...S
- 146—E. A. SMITH, Fitchburg,  
Mass., 1st & 3d Sun., 10:45 a.  
m., A. O. U. W. hall.  
C. S. Holden, 38 Clinton st...C  
W. S. Hodge, 36 Pacific st...S
- 147—EASTON, Easton, Pa., 2d  
& 4th Sun., 2 p. m., G. A. R.  
hall.  
Philip Warner, 138 St. Joseph...C  
Ed. Sunderland, 2463 Cedar st...S
- 148—LOOKOUT, Chattanooga,  
Tenn., 1st & 3d Sun., 2 p. m.,  
K. P. hall, 8th & Cherry sta.  
Taylor Williams, 406 St.  
Charles st.....C  
R. B. Stegall, C. N. O. & T. P.  
car record office.....S
- 149—JACKSON, Jackson, Tenn.,  
every Sat., 7:30 p. m., Elks  
hall.  
R. F. Phillips, 429 E. Chester...C  
G. B. Harris, 245 Bolivar st...S
- 150—KINCAID, Utica, N. Y.,  
2d & 4th Sun., 2 p. m., Ar-  
canum Temple, Devereux st.  
D. P. Francis, 43 Howard ave...C  
F. N. Gates, 240 West ave...S
- 151—TWO RIVERS, Monett,  
Mo., every Mon., 2 p. m., Ma-  
sonic hall.  
W. S. Taylor.....C  
A. W. Wightman.....S
- 152—RICHMOND, Richmond,  
Va., 1st & 3d Sun., 2 p. m.,  
Fraternity hall.  
B. Cates, 1410 Floyd ave...C  
W. L. Harris, 2718 E. Grace st...S
- 153—MAUCH CHUNK, Mauch  
Chunk, Pa., 2d & 4th Sun.,  
2 p. m., Odd Fellows' hall.  
F. W. Gower, 10 Cedar st...C  
E. Mumbower, 412 Center st...S
- 154—BINGHAMTON, Bingham-  
ton, N. Y., 3d Sun., 3 p. m.,  
299 Chenango st.  
T. L. Vanaman, 9 Sturgis...C  
F. E. Tewksbury, 7 Congdon...C  
Place.....S
- 155—SYRACUSE, Syracuse, N.  
Y., 1st & 3d Sun., 2:30 p. m.,  
A. O. U. W. hall, 238½ Fayette.  
John Carroll, 102 Shonard st...C  
J. W. Bates, 109 Elliott st...S
- 156—PENNSYLVANIA, Car-  
bondale, Pa., 2d & 4th Sun., 2  
p. m., I. O. O. F. hall.  
W. F. Peel, 108 Wyoming st...C  
O. H. Loftus, 50 7th ave...S
- 157—NEW ENGLAND, Boston,  
Mass., 4th Sun., 10:45 a. m.,  
Elks' hall, 24 Hayward Place.  
H. S. Bates, 23 Sampson ave.,  
Braintree, Mass.....C  
C. W. Merrill, 29 Evergreen  
st., Roxbury, Mass.....S
- 158—BROAD TOP, Huntingdon,  
Pa., 1st Sat. 7:45 p. m. 3d Sun.  
2:30 p. m., Odd Fellows' hall.  
L. G. Confer.....C  
L. A. Morningstar, 611 Wash-  
ington st.....S
- 159—CITY OF MEXICO, City  
of Mexico, Mex., every Sun., 2  
p. m., Puerta Falsa de San  
Andres No. 9½, 2d floor.  
T. Kilpatrick, 12 San Juan de  
Latran, No. 13.....C  
W. A. White, Apartado No.  
1406, Office 12 San Juan de  
Latran, No. 6.....S
- 160—WYOMING VALLEY, Wil-  
kesbarre, Pa., 2d & 4th Sun.,  
2 p. m., I. O. O. F. hall.  
W. W. Marsden, 212 S. 15th st...C  
J. H. Keithline, 267 E. South...S
- 161—PARSONS, Parsons, Kana.,  
every Sun., 2:30 p. m., A. O.  
U. W. hall, Kennedy blk.  
W. W. Jones, 212 S. 15th st...C  
C. B. Fessenden, 2207 Main st...S
- 162—WEST PHILADELPHIA,  
Philadelphia, Pa., 2d Thurs-  
8 p. m., 4th Sun. 2 p. m. Grand  
Fraternity bldg., 1414 Arch st.  
H. N. Stephens, 428 N. 32d st...C  
B. W. Rulon, box 582, North  
Philadelphia, Pa. ....S
- 163—OIL CITY, Oil City, Pa.,  
2d & 4th Sun., 2 p. m., over  
Oil City National Bank bldg.  
John McCarty, 717 E. 2d st...C  
J. W. Baughman, 804 E. 3d st...S
- 164—EAGLE GROVE, Eagle  
Grove, Ia., 2d & 4th Sun., 2:30  
p. m., Masonic Temple.  
Wm. Boylson.....C  
W. R. Hammond.....S
- 165—FT. SCOTT, Ft. Scott,  
Kan., 1st & 3d Sun., 2 p. m.,  
I. O. O. F. hall, 16 Scott ave.  
J. E. Roberts, Cherokee, Kana...C  
F. B. Rathfon, 220 S. Judson...S  
R. Williams, 16 S. Margrave st...
- 166—LICKING, Newark, O., 1st  
& 3d Sun., 2 p. m., 17½ S.  
Park Place.  
J. H. Meanor, 103 1st st...C  
J. S. Woodward, 162 Elmwood...S
- 167—FRONTIER CITY, Os-  
wego, N. Y., 2d & 4th Sun.,  
2:30 p. m., Maccabee hall.  
A. P. Taylor, 210 W. 5th st...C  
G. A. Sheley, 187 W. 8th st...S
- 168—JERSEY SHORE, Jersey  
Shore, Pa., 1st Wed., 3d Sat.,  
8 p. m., Sallada blk.  
J. A. Peterson, 922 Market st...C  
Williamsport, Pa. ....C  
O. L. Herman, box 14, Vills,  
Pa. ....S
- 169—NEPTUNE, Jersey City,  
N. J., 3d Sun., 2 p. m., Elks'  
hall.  
A. Schirrie, 63 Wales ave...C  
W. C. Knowles, Elks' hall...S  
R. McDonald, 287 Barrow st...
- 170—CAMDEN, Camden, N. J.,  
1st & 3d Sun., 1:30 p. m.,  
Goff's bldg., 23 Broadway.  
C. B. Wack, 922 N. Front st...C  
Harry Hewitt, L. box 235.....S
- 171—THOS. DICKSON, Me-  
chanicsville, N. Y., 1st & 3d  
Sun., 1 p. m., I. O. O. F. hall.  
J. P. Sullivan, 28 Grove st...C  
T. J. McInerney, 124 S. 3d av. S
- 172—MOUNTAIN CITY, Al-  
toona, Pa., 2d Sun., 2 p. m.,  
4th Sun., 7 p. m., Ramey bldg.  
W. G. Huber, 808 5th ave...C  
Wm. Bowen, box 97, Cose-  
maugh, Pa. ....S
- 173—LONG PINE, Chadron,  
Neb., 1st & 3d Wed., 1 p. m.,  
I. O. O. F. hall.  
Jno. Broderick.....C  
R. E. Burns.....S  
A. M. Wright

174—EUREKA, No. Paterson, N. J., 3d Sun., 9:30 a. m., Borough hall.  
Wm. Brush .....C  
W. O. Stiles, Ridgefield Park, N. J. ....S

175—MEMPHIS, Memphis, Tenn., every Sun., 2 p. m., Odd Fellows bldg., N. Court Place.  
W. G. Beanland, 1362 Union ave. ....C  
L. T. LaBell, 779 N. Manassas...S

176—CORNING, Corning, N. Y., 1st & 3d Sun., 2:30 p. m., Red Men's hall, 19 E. Market st.  
J. A. Anderson, 188 E. 1st st...C  
D. Kelliker, 180 W. 2d st.....S

177—ALLIANCE, Alliance, O., 1st Sun., 1 p. m., K. O. T. M. hall, E. Main st.  
F. W. Johnson, 238 E. Market.C  
M. R. Matthews, 41 Geiger ave.S

178—GREAT NORTHERN, Grand Forks, N. D., 3d Sun., 2:30 p. m., K. P. hall.  
W. H. McGraw, 1023 University ave. ....C  
W. A. Hill, 210 N. 7th st.....S

179—TOPEKA, Topeka, Kan., 2d & 4th Sun., 2 p. m., A. O. U. W. hall, 6th & Jackson sta.  
Joa. O'Byrne, 626 Madison st...C  
Chas. A. Horn, 221 Lake st....S

180—ATLANTA, Atlanta, Ga., every Sun., 2 p. m., 57½ E. Hunter st.  
H. M. Patton, 269 Clark st....C  
E. A. Warwick, 31½ W. Alabama st. ....S

181—CHILLICOTHE, Chillicothe, O., 1st & 3d Sun., 2 p. m., O. E. C. hall, Merkle blk.  
D. Thomas, 590 E. Water st...C  
T. J. Hickey, 176 N. Sugar st..S

182—VOLVERINE, Jackson, Mich., alternate Sun., 2:30 p. m. B. of L. E. hall, Webb blk.  
Floyd Harwood, 1814 E. Main.C  
G. B. Griswold, 108 Cooley Pl.S

183—KNOBLEY, Cumberland, Md., 2d Tues. & 4th Sun. 1:30 p. m., Whites' hall.  
C. E. Savage, Keyser, W. Va...C  
L. W. McNemar, 175 Seymour.S

184—BLUE RIDGE, Clifton Forge, Va., 1st Wed. 7:30 p. m., 3d Wed., 2 p. m., Alleghany Bldg., 13 Ridgeway St.  
C. S. Gay, 204 Byrd st.....C  
J. E. Driscoll, 16 Brussels ave.S

185—LANIER, Selma, Ala., 1st & 3d Sun., 2 p. m., I. O. O. F. hall.  
Jas. W. Voltz, Lamar & King.C  
W. G. Wolf, 1007 Green st....S

186—BIRMINGHAM, Birmingham, Ala., 2d & 4th Sun., 1:30 p. m., Maccabee Temple.  
Z. B. Edwards, 621 S. 17th st..C  
W. G. Thomas, 1119 N. 34th st.S

187—SUNBURY, Sunbury, Pa., 2d & 4th Sun. 2 p. m., Blooms hall, N. 4th st.  
J. L. Ray, Spruce st.....C  
Sylvester Geasey, 125 Aul st..S

188—STANBERRY, Stanberry, Mo., 1st & 3d Sun., 2 p. m., K. P. hall, Park & 1st sts.  
F. W. Smith.....C  
A. H. Hecox.....S  
J. C. Besinger.

189—FRONTIER, Sarnia, Ont., 1st & 3d Tues., 7:30 p. m., I. O. O. F. hall.  
T. H. Johnson, 332 Campbell st.C  
H. Bell, 288 Campbell st.....S

190—GRAFTON, Grafton, W. Va., 1st & 3d Sun., 2 p. m., K. P. hall, Main st.  
M. M. Patton, 12 Wilford st..C  
L. V. Aika, 663 Maple ave....S

191—YELLOWSTONE, Glendive, Mont., 1st & 3d Wed., 2 p. m., Masonic Temple.  
W. E. Martin, box 149.....C  
D. C. Maxwell, box 68.....S

192—EAST SAGINAW, East Saginaw, Mich., 2d & 4th Sun. 10 a. m., Myrtle hall, Potter st.  
E. A. Corrigan, 323 N. 4th st..C  
B. Langtree, 516 N. Franklin st., Saginaw, Mich.....S

193—BUCYRUS, Bucyrus, O., 1st & 3d Sun., 2 p. m., Opera House blk.  
W. H. Miller, 611 E. Warren.C  
D. W. Young, 519 Prospect st.S

194—BROOKFIELD, Brookfield, Mo., every Sun., 2:30 p. m., O. R. C. hall, N. Main st.  
J. W. Ryan, 815 E. Brook st..C  
W. E. Madden, 822 Brookfield.S

195—SIERRA NEVADA, Sacramento, Cal., 1st & 3d Mon., 7:30 p. m., Odd Fellows' bldg.  
A. M. Weston, 1017 18th st...C  
G. C. LaForge, 1526 F st.....S  
M. V. Murray, 1216 P st.

196—ST. JOHNS, Jacksonville, Fla., every Sun., 10 a. m., 3d floor, Herkimer bldg.  
W. H. Dowling, 33 E. Ashley.C  
E. Steinhauer, box 574.....S

197—BRAINERD, Staples, Minn., 1st & 3d Sun., 2:30 p. m., Sovereign's hall.  
P. Hoffoss .....C  
C. A. Collins, L. box 147.....S

198—SPRINGFIELD, Springfield, Mass., 1st & 3d Sun., 2 p. m., Myrick hall.  
S. K. Spencer, 844 Worthington st. ....C  
E. A. Sawin, 33 Arch st.....S

199—RIDEAU, Smith's Falls, Ont., every Saturday 2 p. m., Sons of England hall.  
W. J. Boyd.....C  
J. E. Berry, box 223.....S

200—BRADFORD, Bradford, Pa., 1st & 3d Sun., 3:30 p. m., Bradburn hall, Main st.  
J. C. Mullins, 5 Amm st.....C  
F. M. Brown, 10 Seneca st., Salamanca, N. Y.....S

201—MCKEE'S ROCKS, McKees Rocks, Pa., 2d Sun., 12 m., 4th Sun. 6 p. m., cen. time, Fraternal hall, Chartiers ave.  
W. G. Varner, 720 School st...C  
John Daley, 916 1st st.....S

202—AUGUSTA, Augusta, Ga., 2d & 4th Sun., 3 p. m., Red Men's hall, 8th & Ellis sta.  
S. L. Hollingworth, 9th & Telfair sts. ....C  
R. A. Cook, 522 9th st.....S

203—HOWE, Truro, N. S., 4th Sat., 20k., McKay's hall.  
H. A. Baker.....C  
W. J. Ellis, box 228.....S

204—QUAKER CITY, Philadelphia, Pa., 2d & 4th Sun., 2 p. m., cor. Diamond & Germantown ave.  
A. T. Barringer, 306 Sterner st.C  
J. R. Coulter, 977 Frankford.S

205—R. E. LEE, Portsmouth, Va., 2d & 4th Sun., 2 p. m., Pythian hall, 612 Court st.  
W. C. Coffield, 18 Clifton st., Berkley, Va. ....C  
E. B. Lewis, Pythian hall....S

206—LINCOLN, Springfield, Ill., 2d & 4th Sun., 2 p. m., Red Men's hall, 5th & Monroe sta.  
Chas. Hess, 12th & Enos ave...C  
W. P. Sheehan, 1102 E. Washington st. ....S

207—AMORY, Amory, Miss., every Sun., 2 p. m., Masonic hall.  
A. Doggrell .....C  
T. F. Gaines.....S

208—PALMETTO, Charleston, S. C., 1st & 3d Sun., 3 p. m., Irish Volunteer hall.  
T. L. Malloy, 82 Smith st....C  
H. L. Pinckney, 63 Broad st...S

209—POCATELLO, Pocatello, Idaho, every Mon., 2 p. m., Masonic Temple, 252 N. Main.  
J. T. Bourn, 32 N. Harrison.C  
C. H. Hughart, box 307.....S

210—STONEWALL JACKSON, Roanoke, Va., every Mon., 7:30 p. m., K. P. hall, S. Jefferson st.  
M. J. Jennelle, box 423.....C  
W. L. Davis, 119 7th ave., S. W. ....S

211—STEVEN'S POINT, Abbotsford, Wis., 1st & 3d Sun., 10:30 a. m., Maccabee hall.  
Chas. D. Hincley.....C  
A. L. Rice.....S

212—SLATER, Slater, Mo., 2d & 4th Sun., 2 p. m., I. O. O. F. hall.  
F. M. Merriwether, box 543...C  
P. E. Clampt, box 13.....S

213—BARKER, Michigan City, Ind., 2d & 4th Sun., 2 p. m., I. O. O. F. hall.  
W. E. Hutson, 117½ W. 6th st.C  
Day Ludlum, 318 Cedar st...S

214—BARTLETT, Moncton, N. B., 3d Sun., 14 k., Orange hall.  
J. W. Coles, 45 Cameron st..C  
W. Crockett, 149 Cameron st..S

215—AUSTIN, Austin, Minn., 1st & 3d Sun., 2:30 p. m., German hall, E. Bridge st.  
J. D. McCormick, 601 Kenwood..C  
Joseph Tucker, Ellis ave.....S

216—OTTUMWA, Ottumwa, Ia., 1st & 3d Sun., 2:30 p. m., 2d & 4th Mon., 7:30 p. m., O. E. C. hall, Main & Market sts.  
J. E. Long, 422 Jefferson st...C  
H. L. Lewis, 127 Richards st..S

217—ANCHOR LINE, Allegheny, Pa., 2d & 4th Sun., 2:30 p. m., K. P. hall, 105 Federal st.  
J. H. Palmer, 726 Stanton ave., Millvale Station .....C  
J. S. McCracken, 125 Howard st., Millvale Station .....S

218—SAVANNAH, Savannah, Ga., Sun., 10 a. m., K. P. hall.  
J. W. Bridger, 15 W. 32d st..C  
G. B. Soudley, 208 Duffy st..S

219—NEW BRUNSWICK, St. John, N. B., 2d Sun., 2:30 Sat., 2:30 p. m., I. O. O. F. hall.  
E. A. Whelpley, Fairville, N. B. ....C  
J. C. Johnston, 248 Strait Shore.S

220—FREMONT, Fremont, Neb., 1st & 3d Sun., Franklin hall.  
A. McGregor, 521 E. 3d st...C  
A. L. Lake, 4th & Logan sts...S

221—CHARLOTTE, Spencer, N. C., Sun., 2 p. m., Masonic hall.  
S. A. Tolbert.....C  
W. S. Freeman.....S

222—ILLINOIS VALLEY, Chillicothe, Ill., 1st & 2d Sun., 1:30 p. m., Daugherty & Friedrick's hall.  
L. E. Waggoner.....C  
G. R. Allen.....S

- 123—MARTINSBURG, Martinsburg, W. Va., 1st & 3d Mon., 8 p. m., I. O. O. F. hall.  
Wm. Zeppert, 602 N. Queen...C  
I. A. Zeppert, 421 W. Race st...S
- 224—WILMINGTON, Wilmington, Del., 1st & 3d Sun., 1:45 p. m., Masonic Temple.  
E. M. Cain, 721 Vandever ave...C  
J. T. Leyfield, 1226 King st...S
- 225—STUBEN, Hornell, N. Y., alternate Thurs., 2 p. m., B. L. E. hall, Main st.  
B. F. Collins, 2 East ave...C  
C. N. Webb, 215 Vincent st...S
- 226—GALETON, Galeton, Pa., 1st Sun., 1 p. m., Baldwin hall.  
S. C. Stambough...C  
George Persing...S
- 227—CLAUDE CHAMPION, Lincoln, Neb., 1st & 3d Sun., 2:30 p. m., Brownell blk.  
J. H. Hocker, 944 T st...C  
O. S. Ward, 53 Brownell blk...S  
J. B. Tenney, 516 S. 28th st.
- 228—FRISCO, Ft. Smith, Ark., 1st & 3d Sun., 2:30 p. m., I. O. O. F. hall, 706½ Garrison.  
C. C. Monda, 503 Gar Ave...C  
B. T. Hamilton, 1501 N. 5th...S
- 229—NICOLLS, Reading, Pa., 2d Sun., 1 p. m., 4th Sun., 10 a. m., Breneisers hall.  
Sam'l Rothemel, 1542 N. 10th...C  
H. C. Hedley, 1041 Greenwich...S
- 230—NEW FRANKLIN, New Franklin, Mo., 2d & 4th Sun., 2 p. m., K. P. hall.  
T. C. Willett...C  
A. L. Mudd, box 30...S
- 231—VICKSBURG, Vicksburg, Miss., every Sun., 8 p. m., K. C. hall.  
O. L. Hatch, 851 S Mulberry...C  
W. F. Harrall, 910 E Main st...S  
A. J. Jaquith, 401 E. Grove st.
- 232—SIOUX CITY, Sioux City, Ia., 2d & 4th Sun., 10 a. m., I.O.O.F. hall, 5th & Douglas.  
Geo. Carter, 1906 N 28th st., Omaha, Neb...C  
A. Madden, 917 11th st...S
- 233—POINT PLEASANT, Middleport, O., 2d & 4th Sun., 1:30 p. m., M. W. A. hall.  
O. W. Barrows...C  
C. E. Murray, box 377...S  
J. M. Carothers.
- 234—BERKELEY, Brunswick, Md., 1st & 3d Fri., 7:30 p. m., Swank & Sons hall.  
L. M. Shores...C  
I. H. Grimm, box 45...S  
Edw. Sheridan.
- 235—FREEPORT, Freeport, Ill., 2d & 4th Sun., 10:30 a. m., I. O. O. F. hall.  
G. G. McCarty, 158 Carroll st...C  
W. W. Earnist, 403 Mackay Blk...S
- 236—ST. CLOUD, Melrose, Minn., 1st Mon., 7:30 p. m., 4th Sun., 3 p. m., K. P. hall.  
Geo. M. Goodman...C  
Harry Sturgeon, box 316...S
- 237—WORCESTER, Worcester, Mass., 4th Sun., 11 a. m., Castle hall, 405 Main st.  
J. F. Lucas, 37 Orange st...C  
W. F. Hurlburt, 28 Wildwood ave...S
- 238—SHERIDAN, Laredo, Mo., 1st Mon., 3d Tues., 7:30 p. m., Masonic hall.  
D. V. Parker, 412 Topping st., Kansas City, Mo...C  
A. F. Scott, 807 Broadway, Chillicothe, Mo...S
- 239—LEXINGTON, Ashland, Ky., 2d Sun. 9:30 a. m., 4th Sun. 7 p. m., cor. 17th st. & Greenup ave.  
W. U. Carr, 217 E Central...C  
T. J. Kentner, 14th & Lexington ave...S  
C. W. McDonald.
- 240—HIAWATHA, Marquette, Mich., 2d & 4th Sun., 2 p. m., Keough hall.  
W. Preston, 624 N. 3d st...C  
D. Vaughan, 201 Mather st...S
- 241—DE SOTO, De Soto, Mo., 1st & 3d Sun., K. P. hall.  
J. R. Turner...C  
L. A. Crandall, box 455...S
- 242—NIPISSING, North Bay, Ont., 2d & 4th Mon., I. O. O. F. hall.  
Jos. Falby...C  
H. A. Washburn, box 602...S
- 243—MISSOULA, Missoula, Mont., 1st & 3d Sun., 2 p. m., Elks' hall.  
R. E. Christy, 301 R. R. ave...C  
K. A. Rolins, 115 R. R. ave...S
- 244—PIKE'S PEAK, Colorado Springs, Colo., every Sat., 7:30 p. m., K. P. hall.  
F. F. Lyons, 602 S. 16th st...C  
B. L. Beynon, 724 E Huerfano...S
- 245—WINFIELD, Arkansas City, Kan., 1st & 3d Sun., 2 p. m., Red Men's hall, 101 S. Summit.  
C. P. Odowd, 839 S B st...C  
O. A. Slane, 1000 S. D. st...S
- 246—JOHN MCCONIFF, Wyomere, Neb., 1st, 3d & 5th Sun., 10 a. m., W. O. W. hall.  
W. E. Coke...C  
J. D. Pennington, L. box 145...S
- 247—FISHER'S PEAK, Trinidad, Colo., 1st & 3d Sun., 2:30 p. m., Elks' hall, E. Main.  
Maurice O'Connor, 213 Johnson ave...C  
Geo. C. Bateman, 201 E Main...S
- 248—TUSCUMBIA, Tuscombua, Ala., 2d Sun. 2:30 p. m., 4th Sun. 7:30 p. m., K. P. hall.  
W. D. Short...C  
W. J. Legg, Stevenson, Ala...S
- 249—MT. TACOMA, Tacoma, Wash., 2d & 4th Sun., 1:30 p. m., Pythian Temple, 926 C. St.  
D. A. Black, 904 S. Tac. ave...C  
G. H. Herbert, 513 E 30th st...S
- 250—TWIN CITY, Bristol, Va., 2d & 4th Sun., 2 p. m., Masonic hall, Virginia St., Va.  
W. H. Nave, 1205 Broad st...C  
W. W. Boas, 808 Penn ave., Bristol, Tenn...S
- 251—COTTON BELT, Pine Bluff, Ark., every Sun., 2:30 p. m., K. P. hall, 2d & Chestnut.  
W. P. Smith...C  
F. M. Culter, 1021 E. 7th ave...S
- 252—HOLY CROSS, Leadville, Colo., 1st & 3d Sun., 7:30 p. m., I. O. O. F. hall.  
H. E. Long, 224 E. 10th st...C  
I. Van Dyne, box 683...S
- 253—GOGEBIC, Ashland, Wis., 2d & 4th Sun., 10 a. m., Eagles' hall, 511 W. 2d st.  
C. L. Durkee, 408 3d st. E...C  
F. G. Johnson, 312 3d ave E...S
- 254—CLOVER LEAF, Frankfort, Ind., 2d & 4th Sun., 3 p. m., Woodman hall.  
Jno. D. Fortune, 701 N Main...C  
Chas. E. Stone, 350 E Paris st...S
- 255—MOUNTAIN, Medicine Hat, Alberta, 2d & 4th Sun., 14 K. Cochran's hall.  
Fred Russell...C  
Thos. C. Blatchford...S
- 256—SAN GABRIEL, Smithville, Tex., 2d & 4th Sun., 2 p. m., K. P. hall.  
A. R. Taber...C
- 257—WASHITA VALLEY, El Reno, Okla., every Sun., 2:30 p. m.  
R. E. Conduitt, 700 W. Wade...C  
I. N. Wilson, 600 W. Hayes...S
- 258—ABERDEEN, Aberdeen, S. D., 2d Sun., 3 p. m., A. O. U. W. hall.  
Jno. T. Wheeler, 717 3d ave E...C  
C. A. Nelson, 612 2d ave E...S
- 259—FOND DU LAC, Fond du Lac, Wis., 1st & 3d Sun., 2 p. m., Woodman hall.  
E. Sweeney, 319 Forest ave...C  
V. O. Zimmerman, 409 Wisconsin ave., No. Fond du Lac, Wis...S
- 260—ELLENSBURG, Ellensburg, Wash., 1st & 3d Sun., 2 p. m., I. O. O. F. hall.  
F. P. White...C  
T. B. LaRue, 2d & Walnut sta...S
- 261—SAN LUIS, San Luis Potosi, Mex., every Mon., 8 p. m., 3a Morales, No. 18.  
W. D. Ives, Apartado 171...C  
W. H. Turner, Apartado 298...S  
W. H. Simpson, 3a Reforma 4.
- 262—RED RIVER, Ciebunne, Tex., every Sun., 7:30 p. m., K. P. hall.  
D. F. O'Brien, 815 N. Anglin...C  
W. E. Nowlin, 422 W. Wilson...S
- 263—CUMBERLAND, Cumberland, Md., 2d Sun., 1:30 p. m., 4th Sat., 8 p. m., I.O.O.F. hall.  
J. B. Coulehan, 339 N. Center...C  
John Craddock, 23 Elm st...S
- 264—RALEIGH, Raleigh, N. C., 2d & 4th Sun., I.O.O.F. hall.  
T. F. Willson...C  
W. W. Newman, box 222...S
- 265—CHANUTE, Chanute, Kan., 2d & 4th Sun., 2 p. m., A. O. U. W. hall.  
A. J. Sunday, 112½ W Main...C  
Peter Farrell, 205 W. 3d st...S
- 266—STAKED PLAINS, Big Springs, Tex., every Monday, 3 p. m., Eagles' hall.  
J. H. Paylor, box 461...C  
W. H. Lane, box 461...S  
W. A. Mathis, box 295.
- 267—PACIFIC, Vancouver, B. C., 3d Fri., 20 K. O'Brien hall.  
Jas. Wright, 1032 Davie st...C  
Geo. W. Haich, 761 Beatty st...S
- 268—MARION, Marion, Ia., 2d & 4th Sun., 7:30 p. m., Memorial hall.  
F. B. Cornelius, N. 12th st...C  
G. H. Vandercook...S
- 269—BORDER CITY, Van Buren, Ark., every Thurs., 2 p. m., Lynch hall, Main st.  
A. E. Shattuck, box 2...C  
J. F. Adkins, box 513...S  
Wm. Wells, box 513.
- 270—YOUNGSTOWN, Youngstown, O., 2d & 4th Sun., 2 p. m., Knights of St. John hall.  
G. A. Hopper, 524 Holmes st...C  
F. L. McFarlin, 516 Thora st...S

271—CAPE FEAR, Wilmington, N. C., ad & 4th Sun., 2 p. m., K. P. hall.  
W. H. Pemberton, 715 Dock st. C  
W. E. Merrill, 114 Princess st. S

272—MONTANA, Havre, Mont., 1st & 3d Sun., 2:30 p. m., Chestnut hall.  
C. B. Griffin.....C  
A. D. Smith.....S

273—GUERNSEY, Cambridge, O., ad & 4th Sun., 2 p. m., Pathfinders' hall, Wheeling ave.  
C. M. Wilson, 217 Highland..C  
R. D. Galloway, 423 S. 7th st..S

274—KAUKAUNA, Green Bay, Wis., 1st Sun., 2 p. m., 3d Sun., 7 p. m., Eagles' hall.  
D. P. Maley, So. Kaukauna, Wis.....C  
E. C. McWilliams, 903 Kellogg st.....S

275—GUADALUPE, Yoakum, Tex., every Sun., 3 p. m., Red Men's hall, Orth bldg.  
G. J. Burleigh.....C  
C. T. Wade, box 264.....S

276—PRAIRIE VIEW, Goodland, Kans., 1st & 3d Sun., 1:30 p. m., Masonic hall.  
G. E. Pike.....C  
Wm. McKinney.....S  
L. E. Luther.

277—PAN HANDLE, Wellington, Kan., every Sun., 2:30 p. m., Masonic hall.  
M. A. Wuner, 609 S. Washington st.....C  
C. B. Isenhour, 625 S. Jefferson st.....S

278—DENNISON, Dennison, O., 1st Tues., 1 p. m., 3d Sun., 7:30 p. m., ad & Grant sts.  
C. B. Polen.....C  
John A. Gray, box 111.....S  
George M. Beck, 138 N. Monrow ave., Columbus, O.

279—MISSOURI, Jefferson City, Mo., 2d & 4th Sun., 2:30 p. m., I. O. O. F. hall.  
P. W. Sisk, 107 Madison.....C  
Geo. C. Delaplaine, 121 W. Ashley.....S

280—BESSEMER, Albion, Pa., 1st & 3d Mon., 2 p. m., I. O. O. F. hall, State & Main.  
S. D. Naylor.....C  
J. A. Hall.....S

281—GLENWOOD, Pittsburg, Pa., 1st Sun., 2:30 p. m., 3d Sun., 7:30 p. m., Hazlewood Trust Co. hall.  
John McElwec, Allegheny Terrace.....C  
W. M. Shipley, R. F. D. 13, Atwater, O.....S

282—NEEDLES, Needles, Cal., Thurs., 2:30 p. m., K. P. hall.  
F. W. Searle, box 316.....C  
H. N. Thompson box 74.....S

283—MARCELINE, Marceline, Mo., 1st & 3d Sun., 2:30 p. m., I. O. O. F. hall.  
C. D. Williams.....C  
S. R. Fuller.....S

284—SUL ROSS, Waco, Tex., ad & 4th Sat., 8 p. m., Macabees hall, Austin ave.  
A. G. Hawkins.....C  
W. S. Gillespie, 111 S. 4th st..S

285—SPOKANE, Spokane, Wash., 1st & 3d Sun., 7:30 p. m., Eagles' hall, Symons blk.  
T. S. McEachran, 316 Temple Court.....C  
Jesse Hustable, E. 214 Nora ave.....S

286—KAKABECA, Ft. Williams, Ont., ad & 4th Sun., 14:30 k, Carpenters' hall, May st.  
L. L. Peltier, 226 Cameron st..C  
W. V. Hurdon, 1201 Victoria ave.....S

287—OBAR, San Marcial, N. M., Mon., 2 p. m., Masonic hall  
G. M. Lewis.....C  
E. M. Quinlan.....S  
J. M. Harrison, box 155, Albuquerque, N. M.

288—SUPERIOR, West Superior, Wis., 1st & 3d Sun., 2:30 p. m., Odd Fellows' hall.  
A. C. Smith, 1302 Baxter ave..C  
E. R. Smith, 1201 16th st.....S  
J. Parkhill, 1707 Ogden ave.

289—WELLSVILLE, Wellsville, O., 1st & 3d Sun., 1:30 p. m., I. O. O. F. hall, 5th & Main.  
W. H. Johnson, 1712 Clark..C  
F. J. Packer, 403 14th st.....S

290—WINGO, Paducah, Ky., every Sun., 2 p. m., K. C. hall.  
J. S. Wesson, 705 S. 13th st..C  
T. J. Flynn, 1135 Clay st.....S

291—MORRIS, Heboken, N. J., ad & 4th Wed., 10 a. m., Rensing's hall, 127 Hudson st.  
Palmer Jeffers, 199A N. 11th st., Newark, N. J.....C  
Wm. S. Newman, 61 Arnold Terrace, S. Orange, N. J....S

292—DEER LICK, Chicago, O., 1st & 3d Sun., O. R. C. hall.  
J. B. Talbot.....C  
J. H. Barnville, L. box 733.....S

293—CHAS. MURRAY, Chicago, Ill., ad & 4th Wed., 1:30 p. m., Central Park hall, cor. Lake st. & Francisco ave.  
Geo. S. Lane, 419 5th ave., Maywood, Ill.....C  
John A. Lewis, 54 N. Washenaw ave.....S

294—NEW JERSEY, Trenton, N. J., 1st & 3d Sun., 2 p. m., Arcade bldg., W. State st.  
C. J. Scheeler, 48 Charles st..C  
J. J. Coleman, 342 Brunswick..S

295—LORAIN, Lorain, O., 1st Sat., 7:30 p. m., 3d Mon., 9:30 a. m., K. P. hall.  
J. J. Pollock, 526 Everett st..C  
J. H. Patterson, 227 Everett st..S

296—C. W. CLEMENT, Rutland, Vt., 3d Sun., 6:30 p. m., G. A. R. hall.  
T. C. Corcoran, 40 East st...C  
W. E. Amblo 87 Maple st...S

297—SOMERSET, Oakdale, Tenn., every Tues., 7:30 p. m., Alby's hall.  
Geo. Neikerk, Sta. "A" Somerset, Ky.....C  
H. O. Gunn, Jacksboro st., Station "A" Somerset, Ky...S

298—KANSAS, Herington, Kan., ad & 4th Sun., 2 p. m., I. O. O. F. hall, N. Broadway.  
Albert B. Pearson, box 1276..C  
W. F. Thornburg, box 663...S

299—LIMA, Lima, O., ad & 4th Sun., 2 p. m., Mitchell hall.  
G. G. Bashore, 520 S. Main..C  
O. D. Fisher, Holland blk....S

300—DODGE CITY, Dodge City, Kan., every Sat., 1:30 p. m., Masonic hall.  
Geo. D. Pond.....C  
J. A. Corey.....S

301—SEYMOUR, Seymour, Ind., ad & 4th Sun., 2 p. m., Masonic Temple.  
H. Brown.....C  
J. W. Cuddahee, 202 E. 2d st..S  
Ford Cos, 418 E. 2d st.

302—LAFAYETTE, Lafayette, Ind., 1st & 3d Sun., 2:30 p. m., I. O. R. M. hall.  
A. T. Pearson, 1000 Hartford..C  
Charles Bloom, 1119 Union st..S

303—NEW ALBANY, New Albany, Ind., 1st & 3d Sun., 9:30 a. m., K. & L. of H. hall.  
G. S. Hice, 1306 E. Market st.C  
W. E. Russell, 1201 E. Main..S  
T. C. Laughlin, 703 E. Main st.

304—PEARL RIVER, Canton, Miss., 1st & 3d Sun., 4 p. m., K. P. hall.  
O. A. Harrison.....C  
A. W. Moss, Water Valley, Miss.....S

305—LA GRANDE, La Grande, Ore., 1st & 3d Sun., 7:30 p. m., Elks' hall.  
Frank O'Hare.....C  
W. E. Fergus.....S

306—BAY, W. Bay City, Mich., ad & 4th Sun., 11 a. m., I. O. O. F. hall.  
Theo. Soderquist, 308 N. Linn..C  
E. P. Richards, 205 Marquette..S

307—JERSEY CENTRAL, Elizabeth, N. J., ad Wed. 10 a. m., & 4th Sun., 2:30 p. m., Assembly hall.  
Geo. B. Van Nortwick, 84 W. Cliff st., Somerville, N. J....C  
Philip Backer, 63 South st., Somerville, N. J.....S

308—BLUFF CITY, Mt. Carmel, Ill., 1st & 3d Sun., 2:30 p. m., I. O. O. F. hall.  
J. E. Drake.....C  
A. J. Reeves, 107 W. 2d st...S

309—W. H. WRIGHT, Youngwood, Pa., 1st Sun. 9:30 a. m., 3d Sun. 7 p. m., I. O. O. F. hall.  
H. C. Weimer.....C  
J. S. Best.....S

310—MOBILE, Mobile, Ala., 1st & 3d Sun., 2 p. m., Royal and St. Michael st.  
T. C. Byrne, 54 S. Dearborn..C  
P. M. Hickey, 108 Dauphin...S

311—WAYCROSS, Waycross, Ga., ad & 4th Sun., 10 a. m., Masonic hall, Plant ave.  
R. H. Halyburton, 19 Jane st..C  
J. S. Waugh, 77 Albany ave...S

312—DEFENDER, Weehawken, N. J., 2d Mon. 9:30 a. m., & 4th Sun., 1:30 p. m., Franz's Meeting Place, Union Hill.  
W. K. French, 239 3d st...C  
J. Clark Sheldon, 7 1st st., Clifton Park, N. J.....S

313—SAN XAVIER, Tucson, Ariz., every Sun., 1:30 p. m., A. O. U. W. hall, E. Cong. st.  
Alonso Haley, box 322.....C  
C. F. Dornant box 322.....S

314—ALLEGHENY CITY, Allegheny, Pa., ad & 4th Sun., 2 p. m., I. O. O. F. hall.  
E. A. Stanley, 28 Woodland ave.....C  
P. Rafferty, Bryant ave., Bellevue, Pa.....S

315—NEGOMIS, Chapleau, Ont., 1st & 3d Sun., 2 p. m., I. O. O. F. hall.  
Ed. Pearson.....C  
A. Sweeney, box 142.....S

316—SHAWNEE, Shawnee, Okla., 1st & 3d Sun., 2 p. m., I. O. O. F. hall, N. Broadway.  
A. S. Pace, 404 N. Kickapoo..C  
D. A. Crafton, box 461.....S

317—ELM CITY, New Haven, Conn., 1st & 3d Sun., 10:30 a. m., I.O.O.F. hall, 95 Crown. J. Wall, 20 Cassius st. ....C  
F. J. Flanagan, 272 Portsea st. S

318—ASHEVILLE, Asheville, N. C., 1st & 3d Sun., 11 a. m., O. R. C. hall, Depot st. Thos. Wakefield, Mountford hotel .....C  
C. L. Felmet, 347 W. Haywood S

319—KEOWEE, Greenville, S. C., every Sun., 2:30 p. m., Carpenters' hall. M. C. Green, 30 Monroe st. ....C  
C. E. Bull, 820 Hampton ave. S  
J. C. Arwood, 209 Frank st.

320—MIAMI VALLEY, Dayton, O., 1st & 3d Sun., 2 p. m., I. O. O. F. hall, 5th st. C. W. Long, 324 Warren st. ....C  
F. E. Nichols, 1507 Brown st. S

321—EASTER, Springfield, Mo., 2d & 4th Mon., 2 p. m., K. P. hall, College st. B. S. Shirk, 467 E. Walnut st. ....C  
O. E. Risser, 1345 N. Jefferson. S  
C. H. Hasell, 615 W. Walnut.

322—MAPLE LEAF, Lindsay, Ont., 1st & 3d Sun., 2 p. m., 27 Kent st., Forrester's hall. W. Mercer .....C  
F. Shaw, box 20. ....S

323—CONGAREE, Columbia, S. C., every Sun., 10 a. m., State Bank bldg. T. A. Cobb, 1319 Lumber st. ....C  
Jas. L. Davis, 1509 Main st. ....S

324—BLUEFIELD, Bluefield, Va., every Sun., 2 p. m., Red Men's hall, Bluefield ave. ....C  
E. D. Evans, 115 Beasley st. S

325—GRAND JUNCTION, Grand Junction, Colo., 1st & 3d Thur. 2 p. m., Elks' hall. H. Marsters .....C  
A. F. McCabe, 403 Ouray ave. S

326—NEW CASTLE, New Castle Pa., 1st Sat., 3d Fri., 7:30 p. m., K. P. hall. W. T. Saul, 514 W. Cherry st. ....C  
W. J. Spurrer, 210 W. Cherry S

327—GOLDEN RULE, Effingham, Ill., 1st Sun., 10 a. m., I. O. O. F. hall, Main st. L. M. Hough .....C  
W. J. Underminer. ....S

328—LAKE PARK, Hillsboro, Tex., every Wed., 7:30 p. m., B. R. T. hall, 114 S. Waco st. T. B. Watson, 111 Matthew. ....C  
S. C. McKee, 209 Matthew st. S

329—CHAMPION CITY, Springfield, O., 1st & 3d Sun., 1:30 p. m., P. O. S. hall. C. P. Phleger, 921 Clifton ave. ....C  
Van Oren, 1619 S. Fountain ave. ....S

330—EMPORIA, Emporia, Kan., 1st & 3d Sun., 2 p. m., K. P. hall, 626 Commercial st. C. L. Jacobs, 503 Union st. ....C  
H. W. Hedgecock, 226 Neosho S

331—SUSQUEHANNA, Columbia, Pa., 1st & 3d Sun., 1:30 p. m., Eagles' hall, 3d & Locust. P. Morarity, Front & Union. ....C  
H. R. Haefner, 20 N. 5th st. S

332—JONESBORO, Ilmo, Mo., 1st & 3d Sun. 7:30 p. m., Doty hall. O. R. Detrick .....C  
J. W. McColgan, box 62. ....S

333—RENOVO, Renovo, Pa., 2d & 4th Sun., 1:30 p. m., I. O. O. F. hall, 6th st. Wm. J. Buck .....C  
Wm. F. Deckard, box 321. ....S  
M. T. Cummings.

334—AVONDALE, Birmingham, Ala., 1st & 3d Sun., 2 p. m., 1820½ 4th ave. H. L. Cox, 5109 1st ave., Woodlawn, Ala. ....C  
T. J. Allen, Jr., 5044 1st ave., Woodlawn, Ala. ....S

335—CONCORD, Concord, N. H., 3d Sun., 11:30 a. m., G. A. R. hall, N. Main st. J. Follensbee, 91 Warren st. ....C  
A. E. Bean, 20 Rumford st. S

336—DULUTH, Duluth, Minn., 2d & 4th Sun., 2 p. m., Maccabees hall, 224 W. 1st st. Jno. M. McNaughton, 223 W. 3d st., Flat H. ....C  
Fred C. Bahr, 2127 W. 1st st. S

337—BALTIMORE, Baltimore, Md., 2d Sun., 2 p. m., 4th St. 7:45 p. m., Mechanics' hall. Henry Long, Forest Park. ....C  
J. E. Gary, Mt. Winans, Md. ....S

338—WICHITA, Wichita, Kan., 2d & 4th Sun., 7:30 p. m., Maccabee hall, 211 E. Douglas. L. W. Creager, 415 W. 2d st. ....C  
A. Anderson, L. box 844. ....S

339—WASHINGTON, Washington, Ind., 2d & 4th Sun., 9:30 a. m., Fire station hall. W. H. Allen, 229 Front st. ....C  
E. R. Thorpe, 1302 State st. S

340—GLADSTONE, Gladstone, Mich., 2d & 4th Sun., 10 a. m., Fraternity hall. David Bailly, box 277. ....C  
I. B. Byers, box 447. ....S

341—CANADAWARAN, Norwich, N. Y., 1st Sun., 2 p. m., Red Men's hall, Cook blk. Chas. T. King, Pine Villa. ....C  
C. W. Dorman, 47 Front st. S

342—OVERLAND, Junction City, Kans., 1st & 3d Sun., 3:30 p. m., Union hall. J. E. Cave, 1327 Euclid Ave., Kansas City, Mo. ....C  
R. B. Cunningham, R. Rte. 3. S

343—BLUE VALLEY, Fairbury, Neb., 2d & 4th Sun., 2:30 p. m., K. & L. of H. hall. T. H. Mitchell, 923 6th st. ....C  
J. L. Hutchison, 922 5th st. S

344—EAST TORONTO, York, Ont., 2d Mon., 7:30 p. m., 4th Mon., 2:30 p. m., Snells hall. R. G. Cleverdon, 33 Osborne ave., E. Toronto, Ont. ....C  
G. Prescott, 1469 Danforth ave., E. Toronto, Ont. ....S  
John White, 92 Swanwick ave. E. Toronto, Ont.

345—WEST TORONTO, Toronto, Ont., 2d & 4th Sun., 2:30 p. m., James blk. W. H. Hind, 141 Annette st., W. Toronto, Ont. ....C  
G. A. Wood, 57 Empress Crescent, Toronto, Ont. ....S

346—YELLOW RIVER VALLEY, Tomah, Wis., 1st & 3d Sun., 10 a. m., I. O. O. F. hall. Thos. Moran .....C  
H. B. Keeler, box 531. ....S  
C. A. Dunn.

347—JULIEN, Dubuque, Ia., 2d Sun., & 4th Mon., at 2 p. m., Union hall, 1965 Couler ave. G. R. Hibbard, 2073 Jackson. ....C  
J. H. Bassett, 1987 Washington st. ....S

348—TIPTON, Tipton, Ind., 1st & 3d Sun., 10 a. m., Maccabees hall. F. E. C. Hartman .....C  
A. O'Beirne .....S

349—CREWE, Crewe, Va., 2d & 4th Sun., 10 a. m., Masonic hall. J. W. Harding .....C  
J. L. Morris .....S

350—SEATTLE, Seattle, Wash., 2d & 4th Sun., 10 a. m., 1923½ 1st ave. Phin. Reed, 1132 63d West. ....C  
James R. McLean, 1700 16th. S

351—THREE STATES, Portsmouth, O., 2d & 4th Sun., 1 p. m., Clay & Robinson. W. G. Hopkins, 560 Lexington ave., Newport, Ky. ....C  
L. C. Payne, 440 E. 12th st. S

352—KEEWATIN, Kenora, Ont., 1st & 3d Sun., 14:30 k, I. O. O. F. hall. D. Kay .....C  
A. Hargrave, box 34. ....S

353—MINNEWAUKON, Eatherville, Ia., 3d Sun., 10 a. m., K. P. hall. C. L. Mudge .....C  
W. A. O'Neil, 915 E. Maple. S

354—HAGERSTOWN, Hagerstown, Md., 1st & 3d Sun., 2 p. m., Hose hall, S. Potomac. J. D. Booz, 203 Summit ave. ....C  
J. W. Nichols, 563 W. Washington st. ....S

355—ALLANDALE, Allandale, Ont., 3d Sun., 2:30 p. m., Trainmen's hall. A. Klehn .....C  
F. Heard, box 16. ....S

356—BLACK EAGLE, Great Falls, Mont., every Sun., 7:30 p. m., Doswald hall. J. H. Hall, box 410. ....C  
Otto Bjornstad, box 325. ....S

357—CONNELLSVILLE, Connelville, Pa., 2d Sun., 7 p. m., 4th Sun., 1:30 p. m., I.O.O.F. hall. W. S. Shuman, 310 E. Francis. ....C  
D. T. Hirleman, 410 E. Francis S

358—LADAS, Thayer, Mo., 1st & 3d Sun., 9 a. m., Boyd's hall. O. T. Vestal, L. box 235. ....C  
J. W. Lewis, L. box 222. ....S

359—EXCELSIOR, East Albany, N. Y., 1st Sun., 10:30 a. m., Vaughan hall, Rensselaer. John L. Parmerton, 439 Broadway, Rensselaer, N. Y. ....C  
John P. Kilmer, 1447 Broadway, Rensselaer, N. Y. ....S  
John J. Ryan, 68 Elm st, Rensselaer, N. Y.

360—MARTIN CLANCY, Two Harbors, Minn., 2d & 4th Sun. 2:15 p. m., K. P. hall. Paul Barcomb .....C  
D. W. Owens .....S

361—VALLEY, Valley Junction, Ia., 2d & 4th Sun., 10:30 a. m., Fraternal hall. J. A. Gibson, box 184. ....C  
R. W. Porter, box 215. ....S

362—VERNON, Nevada, Mo., 2d & 4th Sun., 2:30 p. m., K. P. hall, Cherry & Cedar st. R. Elliott, 610 E. Walnut st. ....C  
G. C. Hedges, 720 S. Cedar st. S

363—SUGAR CITY, Norfolk, Neb., 1st Wed. 8 p. m., 3d Sun. 2 p. m., Railway Employees' hall. A. C. Heckman, 720 S. 1st st. ....C  
E. B. Taylor, 1205 Cleveland. S

364—GOLDEN GATE, Oakland, Cal., every Sat., 7:45 p. m., Pythian Castle, 12th & Alice.  
M. A. Ruble, 1900 Nason st., Alameda, Cal. ....C  
T. A. Hughes, 2286 West st. ....S

365—ALFRED BECK, Pensacola, Fla., 2d & 4th Sun., 9:30 a. m., K. of P. hall.  
G. B. McGill, 706 E. Jackson. ....C  
E. M. Wilson, 619 N. Haynes. ....S

366—LEEDS, Brockville, Ont., 1st Mon., 2 p. m., A. O. U. W. hall, King st.  
Jas. Splan .....C  
R. McCornachie, box 533. ....S

367—MCCOMB CITY, McComb City, Miss., 1st & 3d Sun., 2 p. m., Masonic hall.  
H. L. Price. ....C  
E. I. McLaurine. ....S  
R. S. Price.

368—ARGENTINE, Argentine, Kan., 1st & 3d Sun., 2 p. m., Firemen's hall.  
B. F. Wyatt, 20 S. 7th st. ....C  
Geo. McNeal, 22 S. Spear st. ....S

369—PARKERSBURG, Parkersburg, W. Va., 1st & 3d Sun., 2:30 p. m., Fraternal hall.  
C. D. Lang, 812 Wood st. ....C  
C. W. Ebert, 1201 Murdock. ....S

370—PROVIDENCE, Providence, R. I., 2d & 4th Sun., 2 p. m., Manken hall, 433 Westminster.  
B. F. Harrington, 251 Carpenter st. ....C  
W. A. Doran, 80 Douglas ave. ....S

371—LIVINGSTON, Livingston, Mont., 1st & 3d Sun., 2:30 p. m., Masonic Temple.  
B. E. Moyse, 119 N. C. st. ....C  
Frank Shelver, 318 S. 6th st. ....S

372—CORTEZ, Raton, N. M., Sun., 2:30 p. m., I.O.O.F. hall.  
J. H. Fisher, box 264. ....C  
R. F. Purdy, 321 N. 3d st. ....S

373—FOX RIVER, Green Bay, Wis., 2d & 4th Sun., 2 p. m., K. P. hall.  
C. H. Smith, 510 School Place. ....C  
F. H. Seymour, 802 Cora st. ....S

374—INDEPENDENT, Elmira, N. Y., 1st & 3d Sun., 2:30 p. m., Red Men's hall.  
J. J. Lyons, 507 Baldwin st. ....C  
F. M. Collier, 1316½ Lake st. ....S  
B. L. Bennett, 1006 College ave.

375—GOLD COIN, Canon City, Colo., 4th Sun., 8 p. m., Elks' hall.  
W. H. Hammond, 710 River. ....C  
A. H. Smith, 1115 Macon ave. ....S

376—C. F. WILCOX, Montpelier, O., 2d & 4th Wed., 2 p. m., Odd Fellows' hall.  
N. J. Schafer, box 42. ....C  
F. E. Rundel, box 42. ....S

377—JOLIET, Joliet, Ill., 2d & 4th Sun., 3 p. m., Castle hall.  
F. W. Hensel, 1513 E. Cass st. ....C  
E. B. French, 102 Winston ave. ....S

378—CAPITOL, Washington, D. C., 2d & 4th Sat., 8 p. m., Home Ins. bldg., 5th & G sts. N. W.  
S. A. Beard, 132 11th st. S.E. ....C  
W. P. Miller, box 15, Berwyn, Prince George Co., Md. ....S

379—CORBIN, Corbin, Ky., Sun., 9:30 a. m., I.O.O.F. hall, Main.  
A. B. Johnson. ....C  
W. C. Kullinger. ....S

380—CADDO, Mena, Ark., Sun., 2:30 p. m., Tobin hall.  
R. L. Gordon. ....C  
Warren Haribert, box 256. ....S

381—HOWELL, Evansville, Ind., 1st & 3d Sun., 2 p. m., 115 4th st., Dickman bldg.  
W. C. McLean, 916 U. 8th st. ....C  
L. B. Walts, box 84. ....S

382—PITTSBURG, Pittsburg, Kan., 1st & 3d Sun., 2:30 p. m., A.O.U.W. hall, 126½ E 3d  
J. W. Nichols, 608 N. Pine. ....C  
Joseph Mooney, 725 E. 8th st. ....S  
W. B. Comer, 1304 N. Joplin.

383—ALGIERS, Lafayette, La., Sun., 2:30 p. m., K. P. hall.  
Chas. H. Lusted. ....C  
J. J. Vanderlinden, 349 Belleville st., Algiers, La. ....S

384—LIBERTY ISLE, Totterville, N. Y., 4th Sun., 2 p. m., K. P. hall, Amboy ave.  
F. Seguire, 98 Washington st., Perth Amboy, N. J. ....C  
W. J. Reeves. ....S

385—IONIA, Ionia, Mich., 2d & 4th Sun., 10 a. m., Trades & Labor hall, Main st.  
A. W. Merriam, 316 E. Washington st. ....C  
Chas. L. D. Kench, 415 E. Main st. ....S

386—E. ST. LOUIS, E. St. Louis, Ill., 1st & 3d Sun., 1:30 p. m., Music hall.  
Wm. H. Ray, 917 St. Louis ave. ....C  
J. J. Wagner, box 45, Venice Ill. ....S

387—U. S. HUGHES, Anderson, Ind., 1st & 3d Sun., 2 p. m., cor. 9th & Central ave.  
Bert Thomas, 1520 Walnut st. ....C  
Fred Kent, 104 E. Maple st., Wabash, Ind. ....S  
R. Palmer, 28 E. Market st., Wabash, Ind.

388—ALTON, Alton, Ill., 2d Sun., 7 p. m., K. P. hall.  
J. C. McGuan, 1228 Belle st. ....C  
R. M. Brown, 1217 Main st. ....S

389—ALBUQUERQUE, Albuquerque, N. M., every Mon., 2 p. m., Odd Fellows' hall.  
G. H. Frost, 302 W. Huning. ....C  
F. A. Nohl, 217 N. Walter st. ....S

390—SMOKY VALLEY, Hoisington, Kan., 2d & 4th Sun., 2:30 p. m., New Masonic hall.  
J. E. Loubarger. ....C  
Geo. W. Fritz, box 433. ....S

391—LONG ISLAND, Long Island City, N. Y., 2d & 4th Tues., 12:30 p. m., Smithsonian hall.  
N. L. Barton, Patchogue, N.Y. ....C  
F. C. Newton, Port Jefferson, N. Y. ....S

392—ORANGE GROVE, San Bernardino, Cal., 2d & 4th Sat., 8 p. m., Native Sons' hall.  
A. W. Cowan, 606 G st. ....C  
E. A. Vahey, R. D. No. 1. ....S

393—MOOSE JAW, Moose Jaw, Saskatchewan, 1st & 3d Sun., 14 k., Hitchcock's hall.  
A. L. McIntosh, box 609. ....C  
W. S. Baxter, box 103. ....S

394—CHOCTAW, Haileyville, Okla., 1st & 3d Sun., 2:30 p. m., Masonic hall.  
R. W. Hallum, So. McAlester, Okla. ....C  
J. H. Combs, box 396, Wilburton, Okla. ....S

395—SALT LAKE, Salt Lake City, Utah, 2d & 4th Sun., 2 p. m., K. P. hall, S. Main st.  
N. S. Swortwood, 389 E. st. ....C  
E. C. McCallow, 22 Wellington Court. ....S

396—LONGVIEW, Longview Jct., Tex., every Sun., 10 a. m., O. R. C. hall.  
S. M. Anderson. ....C  
B. T. Stelson, box 411. ....S

397—KENTON, Covington, Ky., 1st & 3d Sun., 9:30 a. m., K. P. hall, Pike & Madison.  
W. G. Woodward, 15th & Madison ave. ....C  
W. S. Mead, 2020 Garrard st. ....S

398—DEL RIO, Del Rio, Tex., 1st & 3d Wed., 2:30 p. m., Block's hall.  
T. J. Weed. ....C  
S. B. Buchanan, box 237. ....S

399—LAREDO, Laredo, Tex., Mon., 9:30 a. m., K. P. hall.  
Geo. M. Gibson. ....C  
W. H. Dunn. ....S

400—WELDON SPRINGS, Clinton Ill., 1st & 3d Sun., 2:30 p. m., B. of L. F. hall.  
Thos. J. Boyle, 421 W. Adams. ....C  
V. E. Daniels, 115 N. Elizabeth. ....S

401—VETERAN, Lehighton, Pa., 2d Tues., 2 p. m., 4th Tues., 7:30 p. m., Rebers' hall, S. 1st st.  
James N. Miller. ....C  
W. E. Kander, L. Box 204. ....S

402—MASSILLON, Massillon, O., 1st Mon., 7 p. m., & 3d Sun., 1 p. m., Jr. O. U. A. M. hall, 19 E. Main st.  
J. F. Stamets, 441 S. Erie st. ....C  
E. H. Krause, Wellington, O. ....S

403—BANGOR, Bangor, Me., 2d Sun., 2 p. m., 116 Main st.  
John L. Frost, 58 Kendusky. ....C  
W. W. Worth, 7 Brimmer st., Brewer, Me. ....S

404—SAN JOAQUIN, Kern City, Cal., 2d & 4th Fri., 8 p. m., K. P. hall, 621 I st.  
D. S. Weir, 833 I st. ....C  
C. P. Badger, 707 K st. ....S

405—MISSABE, Proctor, Minn., 1st & 3d Sun., 9 a. m., Village hall.  
J. E. Code. ....C  
Wm. Chisholm. ....S

406—MONMOUTH, Monmouth, Ill., 2d & 4th Sun., 8 p. m., G. A. R. hall.  
John Littell, 421 S. 2d ave. ....C  
J. T. Darling, 314 S. B. st. ....S

407—ELK RIVER, Cranbrook, B. C., 2d & 4th Tues., 19:30 k., Carmen hall.  
D. Hopkins. ....C  
D. J. Speers. ....S

408—EVANSTON, Evanston, Wyo., 1st & 3d Thurs., 2:30 p. m., A. O. U. W. hall.  
G. L. Miller. ....C  
H. J. Zipp. ....S

409—TWENTIETH CENTURY, Salem, Ill., 1st Sat., 7:30 p. m., 3d Sun., 9:30 a. m., B. R. T. hall, Schwartz blk.  
A. W. Stanford. ....C  
Frank Boyd. ....S  
W. B. Henderson

410—BELLE PLAINE, Belle Plaine, Ia., 2d Mon., 10 a. m., 4th Sun., 2:30 p. m., Red Men's hall.  
V. E. Linsley. ....C  
Thomas Ogden. ....S

411—PUEBLA, Puebla, Mex., every Wed., 8:30 p. m., 2da Calle Juarez.  
I. C. Whiting, Apartado 116. ....C  
C. A. DeVaney, Apartado 116. ....S

412—SEQUOIA, Fresno, Cal., 1st & 3d Sun., 2:30 p. m., Union hall.  
P. G. Deyo, 909 T st.....C  
S. B. Henderson, 110 Theata st.S

413—RAY STATE, Boston, Mass., 1st Sun., 10:30 a.m., 2d Thurs., 1:30 p. m., B. L. E. hall.  
E. M. Roberts, 39 Cambridge..C  
Royal E. Beal, 179 Broadway, Lawrence, Mass.....S

414—KALISPELL, Whitefish, Mont., 1st & 3d Sun., 2:30 p. m., Masonic hall.  
E. A. Logan.....C  
M. S. Hurley.....S  
L. A. Bruckhouser

415—WELEETKA, Sapulpa, Okla., every Sun., 2:30 p. m., I. O. O. F. hall.  
A. K. Boggs.....C  
Felix Smith.....S

416—POTTSVILLE, Pottsville, Pa., 2d & 4th Sun., 1:30 p. m., Mountain City bldg.  
Curtis H. Hartz, Cressona, Pa.C  
L. B. Wilson, 445 Mauch Chunk st.....S  
J. Fielding, 602 E. Arch st.

417—WOODSVILLE, Woodsville, N. H., 1st & 3d Sun., 10:00 a. m., Davidson's hall.  
O. A. Lang, box 197.....C  
George G. Shute, box 101.....S

418—PRINCETON, Princeton, Ind., 2d & 4th Sun., 9:30 a. m., Union hall, S. Seminary.  
G. R. Swearingen, 623 S. Seminary st.....C  
J. D. Ryan, 604 S. Prince st..S

419—SHREVEPORT, Shreveport La., 2d & 4th Sun., 2:30 p. m., K. P. hall, Market st.  
Bert Kelsey, 1713 Park ave...C  
R. T. Layne, 416 Allen ave...S

420—MOUNT RUNDELL, Stelarton, N. S., 1st Sun., 14 k., Stuart's hall.  
F. D. Black.....C  
M. McGillivray, box 209.....S

421—PECOS VALLEY, Amarillo, Texas, 1st & 3d Sun., 2:30 p.m., 2d & 4th Sun., 8:00 p. m., I. O. O. F. hall.  
F. Livermore, 200 Johnson st.C  
E. L. Taylor, 403 Lincoln st..S

422—CAPE CITY, Chaffee, Mo., 1st & 3d Sun., 2 p. m., 2d & 4th Mon., 7:30 p. m., Byrd's hall.  
John Bohan.....C  
E. H. Riggs, Crystal City, Mo. box 764.....S

423—DALHART, Dalhart, Tex., 2d & 4th Sun., 2:30 p. m., B. E. T. hall North Side.  
R. A. Tracy, box 292.....C  
Jno. M. Semmons, box 273.....S

424—DEEP WATER, Gulfport, Miss., 2d & 4th Sun., 1 p. m., Masonic hall.  
Geo. P. Dorsey, R.F.D. No.2 Jackson, Miss.....C  
E. Longworthy, 1301 30th ave..S

425—EUREKA SPRINGS, Eureka Springs, Ark., 1st & 3d Sun., 1:30 p. m., Floyd Wadsworth hall.  
N. J. Groves, 158 Spring st...C  
W. N. Cobb, 184 Spring st...S

426—ANTHRACITE, Dunmore, Pa., 2d & 4th Sun., 2 p. m., hall over Dunmore depot.  
A. R. Snyder, Dudley st.....C  
W. E. Correll, 222 Cherry st..S

427—BOX BUTTE, Alliance, Nebr., every Tues., 2 p. m., K. C. hall.  
J. A. Armour, 822 Box Butte..C  
F. R. Randall, 822 Cheyenne av.S

428—MONCLOVA, Monclova, Mex., every Monday at 7:30 p. m., Quinn's hall.  
W. A. Winchell, Monclova Estacion, Mex.....C  
E. J. Sturgis, box 18, Monclova Estacion, Mex.....S

429—LOCK CITY, Sault Ste. Marie, Mich., 1st & 3d Sun., 2:30 p. m., K. of C. hall.  
F. E. Swift, 526 Elizabeth st..C  
Jno. Hawkshaw, Sault Ste. Marie, Ont., care A. C. Ry..S

430—MCLENNAN, Mart, Tex., 2d & 4th Sun., 2:30 p. m., K. P. hall.  
N. D. Wheeler.....C  
C. M. McIntosh, box 212.....S

431—GUILFORD, Greensboro, N. C., 2d & 4th Sun., 2 p. m., K. P. hall, S. Elm st.  
W. S. Witherspoon, 729 Pearson st.....C  
C. B. Guthrie, 411 E. Lee st..S

432—MONTERREY, Monterrey, N. L., Mex., Mondays, 1 p. m., 206 Calle De Puebla.  
H. E. Jones, 48 Calzado De Progreso.....C  
C. P. Bezanson, 79 Calzada Union.....S  
B. H. Harbin, Roosevelt hotel.

433—"AT LAST," Pittcairn, Pa., 2d Sun., 7:30 p. m., I. O. O. F. hall.  
J. S. Linglebaugh.....C  
J. E. Holohan, Wall, Pa.....S

434—GREENVILLE, Greenville, Texas, every Sun., 4 p. m., Levy bldg.  
G. C. Zachry.....C  
Burt Spaulding.....S  
E. F. Odell.

435—WEST BRANCH, Clearfield, Pa., 2d & 4th Sun., 2:30 p. m., O. U. A. M. hall.  
H. Dukeman, Daisy st.....C  
H. I. Caldwell, Nichols st.....S  
P. G. Johnson, Daisy st.

436—CHIHUAHUA, Chihuahua Shops, Mex., Sundays 10:00 a. m., O. R. C. hall.  
J. J. Dorcy, box 2.....C  
E. D. Pairis, box 2.....S

437—TRUE BLUE, Eldon, Ia., 2d & 4th Sun., 2 p. m., K. P. hall.  
R. B. Vandyke.....C  
I. Forrest.....S

438—OSAGE, Eldon, Mo., 1st & 3d Sun., 1:30 p. m., Masonic hall.  
W. J. Mudgett.....C  
H. N. Johnston.....S

439—BIG HORN, Sheridan, Wyo., every Monday 2 p. m., K. P. hall.  
H. Johnson, 643 Gladstone st..C  
J. O. West, 244 Lewis st.....S

440—PACIFIC, San Luis, Obispo, Cal., 1st Sun., 2:30 p. m., and 3d Sun., 7 p. m. Eagle's hall.  
C. W. Heuser.....C  
W. A. Kesler.....S

441—MT. BLANCA, Alamosa, Colo., 2d & 4th Sun., 7:30 p. m., Kinch hall.  
G. B. Cole.....C  
Robt. Ginn, box 167.....S

442—N. D. SCOTT, Wheeling, W. Va., 2d & 4th Sun., 7:30 p. m., Trades Assembly hall.  
A. A. Gauss, 43 18th st.....C  
W. W. Baggs, Bridgeport, O..S

443—BUTLER, Du Bois, Pa., 1st & 3d Sun., 1 p. m., Eagles hall, Long ave.  
J. J. Reid, 400 3d st.....C  
R. B. Reed, 110 3d st.....S

444—OLEAN, Olean, N. Y., 1st & 3d Sun., 7:30 p. m., Skeehan hall.  
W. F. Metcalf, 431 N. 1st st..C  
O. D. Miller, 113 1/2 N. 8th st.S

445—DELMAR, Delmar, Md., 2d & 4th Sun., 3:00 p. m., Masonic hall.  
C. A. Elliott, Delmar, Del....C  
H. M. Waller, Delmar, Del....S

446—ATLANTIC CITY, Atlantic City, N. J., 2d & 4th Sun., 1:30 p. m., Cor. Atlantic and Michigan ave.  
Geo. C. Harr, 1715 Cayuga st., Philadelphia, Pa.....C  
J. H. Lance, Hammonton, N. J..S

447—CHARTIERS VALLEY, Carnegie, Pa., 1st Sun., 1 p. m., 3d Wed., 6 p. m., Masonic hall.  
K. N. Rogers, Sheridanville, Pa.....C  
F. R. Thomas, 111 Dickman st.S

448—BRECKENRIDGE, Breckenridge, Minn., 1st Sun., 10:30 a. m., 3d Sun., 2:30 p. m., K. P. hall.  
T. N. Crowder.....C  
W. A. O'Kane.....S

449—HARRISBURG, Harrisburg, Pa., 2d & 4th Sun., 1:30 p. m., Frackler's hall.  
E. F. Richwine, 349 S. 14th st.C  
W. W. Starner, 444 S. 14th st.S  
E. T. Rafferty, box 251

450—POTOMAC, Alexandria, Va., 1st & 3d Sun., 2:30 p. m., over National Bank.  
R. H. Sherman, 218 N. Fairfax st.....C  
W. B. Smithers, 116 N. Columbus st.....S

451—HAMLET, Hamlet, N. C., 1st & 4th Sun., 2 p. m., B. L. E. hall.  
W. B. Carson, box 261.....C  
C. A. White, box 317.....S

452—RAILSWACH, Richmond, Ind., 2d Sun., 2:30 p. m., 4th Sun., 7:30 p. m., Red Men's hall.  
L. E. Wellbaum, 6 Ft. Wayne ave.....C  
V. D. Noland, 110 N. 16th st..S

453—ENDERLIN, Enderlin, N. D., 1st & 3d Sun., 2 p. m., Masonic hall.  
W. W. Shaw.....C  
T. L. Longley.....S

454—HUNTER, Marshall, Tex., 1st & 3d Sun., 2 p. m., K. P. hall.  
F. L. Jordan, 405 N. Bolivar ..C  
W. F. Thompson, 401 N. Washington st.....S  
E. H. Neimeyer, 601 N. Bolivar.

455—FILLYAW, Florence, S. C., 1st & 3d Sun., 8:30 p. m., Masonic Temple.  
J. V. Harker.....C  
L. C. Jones, box 123.....S

456—EVERETT, Everett, Wash., 2d & 4th Sun., 8 p. m., I. O. O. F. hall, Westmore ave.  
N. Feltner, 2021 Summit st....C  
T. F. O'Day, 2201 Walnut st..S

457—GEORGIA, Atlanta, Ga., every Sun., 2 p. m., Kiser bldg. W. A. Wooddall, Ft. Valley, Ga. C. W. N. Harkins, 52 E. Georgia...S

458—LAKELAND, Lakeland, Fla., every Sun., 10 a. m., K. P. hall. J. D. Wadkins.....C W. T. Overstreet, L. box 348...S

459—CHAMPAIGN, Champaign, Ill., 2d Tues., 7 p. m., 4th Sun. 2 p. m., Engineers' hall. E. G. Johnston, 636 S. Randolph st. ....C W. H. McGee, 606 S. State st...S

460—KOKANEK, Nelson, B. C., 2d Sun., 14 k. Fraternity hall. T. C. Peck, Midway, B. C....C A. Halkett, box 216.....S J. Bradshaw, box 628.

461—WHITEHALL, Whitehall, N. Y., 2d & 4th Sun. 3 p. m., cor. Canal & Saunders sts. J. E. Rhodes.....C Geo. A. Hale, box 253.....S O. S. Benjamin.

462—ANTIGO, Antigo, Wis., 1st & 3d Sun., 10 a. m., Elks' hall. D. H. Duval, 1018 3d ave....C D. E. Rockwood, 837 1st ave...S

463—CALGARY, Calgary, Alberta, 2d & 4th Sun., 14:30 k. I. O. O. F. hall. D. McNeil, 203 14th ave. E....C F. Lence, 237 14th ave. E.....S

464—BRANDON, Brandon, Man., 2d & 4th Sun., 14 k., Odd Fellows' hall, 8th st. S. R. Smith.....C Thos. Brownlee, box 604.....C C. R. Rupp.

465—E. SALAMANCA, E. Salamanca, N. Y., 1st & 3d Sun., 7:30 p. m., Union hall. M. J. Donnellan, Care Wildwood house .....C M. Griffin, 76 Forman st., Bradford, Pa. ....S

466—INGOT, Houghton, Mich., 1st Thurs., & 3d Sun., 8:30 p. m., Hartman's hall. C. E. Avery, 241 Albion st....C P. P. Robbins, 331 Edwards st...S

467—WABASH TERMINAL, Carnegie, Pa., 3d Sun., 1:30 p. m., Odd Fellows' hall. L. C. Bigelman, gen. del., Pittsburg, Pa. ....C J. S. Askin, R. F. D. 2.....S

468—ENID, Enid, Okla., 1st & 3d Sun., 7:30 p. m., Masonic hall. J. W. Gettel, 904 N. Grand....C W. P. Leslie, 902 W. Randolph...S

469—GARLAND CITY, Watertown, N. Y., 1st Mon., 8 p. m., 3d Sun. 2:30 p. m., K. P. hall. S. A. Jones, 644 Leroy st....C B. D. Bennett, 524 Stone st...S

470—MISSION, Los Angeles, Cal., 1st Tues. 2 p. m. 3d Wed. 8 p. m., Grant hall. C. R. Miller, 618 Cit. Nat. Bk..C C. M. Hitchens, 1665 W. Jefferson st. ....S

471—MONONGAHELA, Pittsburg, Pa., 2d Sun., 7:30 p. m., 4th Sun., 10:30 a. m., 27th & Sarah. Edw. Murray, 1119 Hayes ave. Carrick, Pa. ....C W. R. Williams, N. View & Oakley sts., S. S.....S

472—FAIRMONT, Fairmont, W. Va., 1st Sun., 2:30 p. m., 3d Sat., 7:30 p. m., Red Men's hall. W. C. Myers, 115 State st....C F. H. Brumage, 408 Market st.S

473—SHAWMUT, St. Mary's Pa., 2d & 4th Sun., 2 p. m., Hall's Bk., 109 St. Mary st. C. E. Decker, 46 St. Marys st.C A. J. Learn, 4th st.....S

474—COPPER CITY, Douglas, Ariz., 1st & 3d Fri., 8 p. m. I. O. O. F. hall. T. J. Gentry, 1048 14th st....C J. P. Nash, box 521.....S

475—WHITE RIVER, Crane, Mo., 2d & 4th Sun., 7 p. m., Masonic hall. Robert Douglas .....C R. W. Kelly.....S

476—OKLAHOMA, Oklahoma City, Okla., 2d & 4th Sun., 2:30 p. m., Eagles' hall. W. E. Zink, 317 E. 3d st....C W. L. Hopkins, Saratoga hotel.S

477—VIRGINIA, Charlottesville Va., 2d Mon., 2 p. m., 4th Sat. 7:30 p. m., Odd Fellows' hall. J. S. Wilson, 205 Monticello..C R. W. Childress, 5 Belmont ave.S

478—MIZPAH, Goldfield, Nev., 1st & 3d Sun., 8 p. m., Carpenters' Union hall. W. A. Cheek, Tonopah, Nev...C K. D. Speer, box 1937.....S

479—MILAN, Milan, Mo., 2d & 4th Sun., K. P. hall. E. Morton, Quincy, Ill.,....C H. H. Tittle.....S

480—PINEY WOODS, Silsbee, Tex., 1st & 3d Sun., 1:30 p. m., K. P. hall. J. W. Neims, box 42.....C T. H. White, box 32.....S

481—BELLEFONTAINE, Bellefontaine, O., 2d & 4th Sun., 2 p. m. John Hayes, 2214 Depot st., Indianapolis, Ind. ....C A. Loehr, 208 Oakland Sq....S

482—CEDAR VALLEY, Cedar town, Ga., 1st & 3d Sun., 2 p. m., Holmes & Pitts Bldg. L. C. Morgan.....C T. F. Thompson.....S

483—MINOT, Minot, N. D., 2d & 4th Sun., 2:30 p. m., Wheeler hall. A. J. Davis.....C T. F. Records, box 285.....S

484—COLONEL LULL, Chambersburg, Pa., 1st & 3d Sun., 2:30 p. m., K. of G. E. hall. M. L. Keller, 308 E. Wash. st.C W. L. Dornberger, 559 Broad..S

485—ETOWAH, Etowah, Tenn., Sun. 2 p. m., O. R. C. hall. J. L. Brenizer.....C A. P. Burgin.....S

486—BOURBON, Paris, Ky., 1st & 3d Sun., 1 p. m., Elks' hall. H. B. Arnold, 248 Winchester.C J. M. Smelser.....S

487—MT. STEPHEN, Revelstoke, B. C., 2d Fri., 19 k., & 4th Sun., 14 k., Selkirk hall. A. J. Patterson, Kamloops, B. C.C J. J. Porter, box 275.....S

488—WILLIAMSPORT, Newberry, Pa., 2d & 4th Sun., 1 p. m. I. O. O. F. hall, Arch & Water O. A. Herman, Hughesville, Pa.C J. F. Cupp, 2406 W. 4th st....S

489—RIVIERE DU LOUP, Riviere du Loup, Quebec, 2d & 4th Mon., 7 p. m. B. L. E. hall. J. N. St. Pierre, Riviere du Loup Station, P. Q.....C F. E. King, Riviere du Loup Station, P. Q.....S

490—PAVONIA, Jersey City, N. J., 3d Sun., 2 p. m., Union hall, cor. 4th and Grova. L. F. Ginocchio, 16 Main st. W. Orange, N. J.....C J. P. Ferson, 494 Grove st....S

491—WESTON, Weston, W. Va., 1st & 3d Sun., 1:30 p. m., I. O. O. F. hall, Main st. David Curran .....C W. F. Miles, box 318.....S

492—CANASTOTA, Palmerston, Ont., 2d Sun., 2:30 p. m., A. O. U. W. hall, Main st. F. L. Lewis.....C P. W. Cordingly.....S

493—MT. UNION, Prescott, Ariz., 2d & 4th Sun., 8 p. m., I. O. O. F. hall. Thos. W. Spratt.....C H. E. Shaw.....S

494—WINDSOR, Windsor, Ont., 2d & 4th Sun., 2:30 p. m., Victoria hall, Fleming blk. R. F. Whyte, 104 Victoria ave.C Godber Jackson, 114 Goyeau st.S

495—BATTLEFORD, North Battleford, Saskatchewan, 2d & 4th Sun., 14 k., Battleford Trading Co. hall, Main st. J. L. Cameron, box 19.....C W. O. Fowler, Hotel Sask...S

496—WAPELLO, Ottumwa, Ia., 2d Sun., & 4th Mon., 7:30 p. m., B. of L. F. & E. hall. F. H. Hahn, 224 N. McLean..C F. C. Bell, 528 W. 2d st.....S

497—QUEEN'S POINT, Keyser, W. Va., 1st Sun., 3d Mon., 1:30 p. m., Odd Fellows' hall. W. B. Newman, 107 Main st..C J. T. Compton, 457 Barnes st.S J. M. Cather, 361 Piedmont st.

498—HILLYARD, Hillyard, Wash., 2d & 4th Sun., 10 a. m., I. O. O. F. hall. R. E. Banks.....C S. L. Cowles, box 163.....S

499—OUACHITA VALLEY, Monroe, La., 2d & 4th Sun., 2 p. m., Red Men's hall. J. W. Wayland, 900 St. John..C F. J. Bailey, 817 St. Ann st., Alexandria, La. ....S

500—NEW LONDON, New London, Conn., 2d & 4th Sun., 2 p. m., Mohegan Lodge room. F. W. Newell, 841 Bank st....C Geo. I. Spafford, 105 Broad st.S

501—SAMUEL SPENCER, Murphysboro, Ill., 1st & 4th Sun., 2:30 p. m., A. O. U. W. hall. E. F. Gilmore, 1605 Walnut st.C H. L. Johnson, 1905 Elm st..S

502—WHEELER, Elkins, W. Va., 1st Sat. 8:30 p. m., 3d Sun. 1 p. m., K. P. hall, 3d st. A. H. Glenn, 24 Chestnut st..C B. F. Knaggs, 208 Buffalo st..S

503—MT. LOWE, Los Angeles, Cal., 2d & 4th Sun., 10 a. m., Rooster hall, 1500 N. Main st. L. M. Hamilton, 1233 Elden..C H. L. Mull, 321 S. Olive st..S

504—MONROE, Monroe, N. C., 2d & 4th Sun., 2:30 p. m., Masonic hall. S. H. Green.....C A. L. Dearing, box 505.....S

505—HAZLETON, Hazleton, Pa. 1st & 3d Sun., 2 p. m., Union hall.  
**Frank McBairty**, 444 E. Walnut st.....C  
**G. L. Winters**, 430 E. Walnut.S

506—FITZGERALD, Fitzgerald, Ga., 1st & 3d Sun., 1:30 p. m., I. O. O. F. hall.  
**I. T. Bass**, Oglethorpe, Ga....C  
**J. F. Thompson**.....S

507—TEAGUE, Teague, Tex., Sun., 2:30 p. m., O. R. C. hall.  
**C. F. Hamilton**.....C  
**A. P. Martin**, box 122.....S

508—HAMMOND, Hammond, Ind., 2d Sun., 2 p. m., & 4th Sun., 7 p. m., Weis hall.  
**E. G. Steineck**, 620 Truman ave.C  
**J. C. Collins**, 645 Summer st..S

509—JOHN STEVENSON, Villa Grove, Ill., 1st & 4th Sun., 2 p. m., I. O. O. F. hall.  
**S. M. Collins**.....C  
**J. P. Scott**, box 157.....S

510—CROOKSTON, Crookston, Minn., 2d & 4th Sun., 8:30 p. m., Viking Chorus hall.  
**D. F. Miller**, O'Brien blk....C  
**P. C. Keeley**, 103 Washington..S

511—COLUMBUS, Columbus, Miss., every Sun., 9 a. m., B. L. E. hall, Main st.  
**E. B. Taylor**, 1117 College ave.C  
**T. M. McCaw**, 919 4th ave.N...S

512—MOUNT NAIRN, Dauphin Man., 2d & 4th Sun., 14:30 k., I. O. O. F. hall.  
**D. L. Cox**.....C  
**G. A. Clay**, box 121.....S

513—LUDLOW, Ludlow, Ky., 1st Sun., 2 p. m., 3d Tuca, 8 p. m., I. O. O. F. hall, Elm & Butler.  
**O. A. Haley**, 1s Davis st.....C  
**J. E. Haney**, 103 Elm st.....S

514—GRAND ISLAND, Grand Island, Neb., 1st & 3d Sun., 2 p. m., I. O. O. F. hall.  
**Gid J. Hall**, 215 W. 8th st....C  
**T. F. Costello**, 102 E. 6th st...S

515—TEXOKLA, Wichita Falls, Tex., Sun., 2 p. m., K. P. hall.  
**B. C. Mon Pleasure**, Argyle hotel.....C  
**J. E. Barry**, box 611.....S

516—VALLEY FORGE, Norristown, Pa., 2d & 4th Sun., 1:30 p. m., Odd Fellows' Temple.  
**I. J. Vercoe**, Bridgeport, Pa..C  
**H. A. Ruppe**, Taylor House, 221 DeKalb st.....S

517—KANAWHA, Dickinson, W. Va., 2d & 4th Sun., 3 p. m., I. O. O. F. hall.  
**J. E. Ratliff**, Quincy, W. Va...C  
**G. W. Douglass**, Quincy, W. Va.....S

518—SHASTA, Dunsmuir, Cal., 1st & 2d Sun., 7 p. m., Branstetter's hall.  
**E. R. Croston**, Ashland, Ore..C  
**L. Bradford**, box 471, Ashland, Ore.....S

519—COMMUNIPAW, Jersey City, N. J., 2d & 4th Mon., 9:30 a. m., VanHorn & Communipaw ave.  
**Daniel Eastman**, 166 Claremont ave.....C  
**Sanford Carpenter**, 59 Monitor.S

520—BULLFROG, Las Vegas, Nev., 1st & 3d Mon., 7:30 p. m., Hickey's hall, Front st.  
**C. M. McGovern**, box 121....C  
**C. E. Doran**, box 274.....S

521—CANTON, Canton, O., 1st & 3d Sun., 1:30 p. m., Bast hall, N. Market.  
**L. B. Brown**, 1923 E. 4th st...C  
**J. H. Fry**, 829 Harriett st....S

522—PRATT, Pratt, Kans., 2d & 4th Sun. 2 p. m. M. W. A. hall.  
**Ben F. Beam**, box 595.....C  
**A. J. Hall**, L. box 424.....S

523—ROYAL BLUE, Flora, Ill., 1st & 3d Sun., 1 p. m., Woodman's hall.  
**G. A. Hamer**, North ave. and Main st.....C  
**H. W. Murray**, box 120.....S

524—KINGSTON, Kingston, N. Y., 4th Sun. 2 p. m., Cooney's hall.  
**C. M. C. Kelley**, 55 Garden st...C  
**M. J. Cunningham**, 121 Cedar..S

525—ELDORADO, Eldorado, Ark., 1st & 3d Sun., 8 p. m., B. of L. F. hall.  
**I. W. Dixon**.....C  
**W. A. Hope**, box 232.....S

526—TORREON, Torreon, Mex., 1st & 3d Sun., 10:30 a. m., 2d & 4th Sun., 7:30 p. m., Masonic hall, Ramos Arispi 120.  
**J. H. Thompson**, 1510 Ave. Morelas.....C  
**W. E. Spooner**, 204 Juan de Fuente.....S

527—SOUTHLAND, Jacksonville, Tex., 2d & 4th Sun., 2 p. m., K. P. hall.  
**A. Felton**.....C  
**J. W. Taylor**, box 302.....S

528—MILES CITY, Miles City, Mont., 1st & 3d Sun., 2 p. m., Wibaux hall, Main st.  
**Geo. F. Cobb**.....C  
**R. E. Pennewell**.....S

529—THREE FORKS, Three Forks, Mont., 1st & 3d Sun., 1:30 p. m., Russell hall.  
**E. B. Veltan**.....C  
**J. W. Drake**.....S

530—WM. PENN, West Philadelphia, Pa., 1st & 3d Sun. 2 p. m., Schneider hall.  
**H. L. Hines**, 1712 N. Wilton st.C  
**W. S. Wear**, 4329 Westminster ave.....S

531—ENTERPRISE-ROAD, Parry Sound, Ont., 2d & 4th Sun. 2 p. m., Hagan's hall.  
**J. M. Hamilton**, 14 Montrose ave., Toronto, Ont.....C  
**A. A. McEwan**, River st.....S

532—MIZPAH, San Rafael, Cal., 1st & 3d Wed., 8 p. m., Masonic hall, 4th st.  
**Jas. L. Haley**, 107 5th st....C  
**J. A. Saunders**, 37 Mission st..S

533—LEVIS, Levis, P. Q., 2d Fri., & 4th Sun., 2 p. m., Artisan hall, 15 Eden st.  
**I. Bouthilllette**.....C  
**L. Gingras**, Etchemin Bridge, P. Q.....S

534—HOXIE, Hoxie, Ark., 1st & 3d Sun., 7:30 p. m., 2d & 4th Sun., 2 p. m., Whalen hall.  
**M. E. Shaffner**.....C  
**J. L. Foster**, box 131.....S

535—ROCKY MOUNT, Rocky Mount, N. C., 2d & 4th Sun. 10 a. m., Elks' hall.  
**C. M. Bartholomew**.....C  
**G. H. Young**.....S

536—THUNDER BAY, Port Arthur, Ont., 2d & 4th Mon., 14 k., I. O. O. F. hall, Arthur st.  
**A. Bolduc**, 68 Jean st.....C  
**E. Thomson**, 103 Algoma st...S

537—TUCUMCARI, Tucumcari, N. M., every Sun. 7:30 p. m., I.O.O.F. hall.  
**Emory Brown**.....C  
**C. M. Parsons**, box 205.....S

538—AMERICUS, Americus, Ga., 2d Sun. 9:30 a.m. 4th Sun. 1:30 p. m., K. P. hall, Windsor ave.  
**G. W. Foole**, Jackson ave....C  
**H. C. Turner**, 20 Lee st.....S

539—THIEF RIVER FALLS, Thief River Falls, Minn., 2d & 4th Sun., 10 a. m., Masonic Temple.  
**G. W. Nicholson**.....C  
**P. J. Keeley**.....S

540—GUADALAJARA, Guadalajara, Mex., every Sat., 8 p. m., Masonic hall.  
**H. W. Dockendorf**, care F. C. C. M.....C  
**D. A. Kelly**, 162 Lapiz Catilla..S

541—SASKATCHEWAN, Melville, Sask., 1st & 3d Sun. 14k, Commons hall.  
**J. A. Albrant**.....C  
**J. T. Otterson**.....S

542—PRAIRIE CITY, Lethbridge, Alberta, 2d & 4th Sun. eve., Labor Temple.  
**Sam Hayes**.....C  
**R. T. Tiffin**.....S

543—TIM JEWETT, Jackson, Miss., 1st & 3d Sun., 10 a. m., Pythian Temple.  
**J. A. Fulmer**, box 52, W. Jackson Station.....C  
**W. O. Rea**, 454 W. Silas Brown St.....S

544—RUSSELLVILLE, Russellville Ky., 1st Mon., & 3d Sun., 8 p. m., Masonic hall, Main st.  
**E. B. Tooley**.....C  
**A. Whitaker**.....S

545—CLINCHFIELD, Johnson City, Tenn., 2d & 4th Sat., 8:30 p. m., K. P. hall.  
**Lynch Thompson**.....C  
**J. E. Wade**.....S

546—MERIWETHER, Manchester, Ga., 2d & 4th Sun. 2 p. m.  
**O. A. McCain**.....C  
**W. B. Faircloth**.....S

547—BRAZIL, Brazil, Ind., 2d & 4th Sun., 3:30 p. m., K. P. hall.  
**C. H. Wilbert**, 104 E. Logan st.C  
**F. L. Richmond**, 403 S. Chicago ave.....S

548—STARVED ROCK, Ladd, Ill., 2d Mon., 7:30 p. m., 4th Sun., 2 p. m., I. O. O. F. hall.  
**H. Hill**.....C  
**F. C. Ziel**.....S

549—EGYPTIAN, Carbondale, Ill., 2d Sun. 9:30 a. m., 4th Sun., 7:30 p. m., Masonic hall.  
**J. E. Youngblood**, 3950 Russell ave., St. Louis, Mo.....C  
**A. E. Damon**, 501 N. East st.S

550—EAST COAST, Miami, Fla., 1st & 3d Sun., 10 a. m., Ullendorff hall.  
**J. W. Dillon**, 707 Ave. C....C  
**S. D. Cochran**.....S

552—CONWAY, Freedom, Pa., 2d & 4th Mon., 1:30 p. m., Lewis hall.  
**H. J. Fulton**, Conway, Pa....C  
**W. H. Wike**, lock box r85....S

# General Adjustment Committee Organizations.

C, Chairman

S, Secretary

A. C. & H. B. R. R.  
Jno. Hawshaw, Care A. C.  
Ry., Sault Ste Marie, Ont. C  
Joe. Whelan, Box 217, Sault  
Ste Marie, Ont. S

ANN ARBOR R. R.  
M. F. Manahan, 505 Sand-  
usky st., Toledo, O. C  
Geo. McLaughlin, 327 N.  
Hickory, Owosso, Mich. S

A. T. & S. F. COAST LINES  
C. F. Rensch, 302 9th st., San  
Bernardino, Cal. C  
F. S. Houghton, 2100 19th  
st., Bakersfield, Cal. S

A. T. & S. F. SYSTEM  
H. C. Vaughan, 1028 E. 2nd  
st., Kansas City, Mo. C  
J. M. Harrison, Box 155 Al-  
buquerque, N. M. S

ATLANTA & WEST POINT  
J. W. Harrison, East Point, Ga. C  
M. P. Williamson, 91 Loomis  
ave., Atlanta, Ga. S

A. B. & A. R. R.  
W. O. Smith, Waycross, Ga. C  
S

ATLANTIC COAST LINE  
S. J. Brooks, 1112 Decatur st.,  
Manchester, Va. C  
C. E. McCulloch, Wilmington,  
N. C. S

BALTIMORE & OHIO R. R.  
W. J. Burke, 1119 Farmers  
Bank Bldg., Pittsburg, Pa. C  
S

B. & O. S. W. R. R.  
J. T. DeFrates, 3938 Botanical  
ave., St. Louis, Mo. C  
T. D. Fessenden, 1528 La  
Salle st., St. Louis, Mo. S

BALT. CHES. & ATL.  
G. B. Givans, Berlin, Md. C  
B. J. Hayman, Claiborne, Md. S

BANGOR & AROOSTOOK  
M. McLean, 82 Second St.,  
Bangor, Me. C  
W. W. Worth, 7 Bremmer St.,  
Brewer, Maine. S

BESSEMER & LAKE ERIE  
S. T. Brower, Albion, Pa. C  
J. A. Hall, Albion, Pa. S

BOSTON & ALBANY R. R.  
G. A. Merrill, 45 Franklin st.,  
So. Framingham, Mass. C  
A. W. Edmonds, 13 Alden st.,  
Allston, Mass. S

BOSTON & MAINE R. R.  
B. H. Morrill, 114 Plainfield  
st., Springfield, Mass. C  
M. T. Drew, 10 Abbott st.,  
So. Lawrence, Mass. S

B. R. B. & L. R. R.  
F. N. Belcher, 501 Winthrop  
st., Winthrop, Mass. C  
J. E. Whittington, 29 Ashley  
ave., East Boston, Mass. S

BUFFALO & SUSQUEHANNA  
S. C. Stambaugh, Galeton, Pa. C  
C. H. Jacobs, Galeton, Pa. S

B. R. & P. RY.  
Wm. Troan, 215 Morrison st.,  
DuBois, Pa. C  
S. V. Holohan, 369 Plymouth  
ave., Buffalo, N. Y. S

CANADIAN NORTHERN RY.  
E. F. Rasey, Portage La  
Prairie, Man. C  
A. Friday, Norwood, Winni-  
peg, Man. S

CAN. NOR. ONTARIO  
E. Woodruff, 109 Arthur st.,  
Toronto, Ont. C  
A. A. McEwan, Parry Sound,  
Ont. S

CANADIAN PACIFIC RY.  
W. G. Chester, 536 Bannatyne  
ave., Winnipeg, Man. C  
W. C. Risteen, 140 Alfred st.,  
Winnipeg, Man. S

CENTRAL NEW ENGLAND.  
D. O'Hearn, Millerton, N. Y. C  
C. E. Hinman, 64 Belden st.,  
Hartford, Conn. S

CENTRAL OF GEORGIA  
J. Reichert, 1515 Fifth Ave.,  
Columbus, Ga. C  
J. W. Hall, 157 3d st., Macon,  
Ga. S

CENTRAL OF NEW JERSEY  
L. P. Titus, 165 W. 80th st.,  
New York City, N. Y. C  
E. Mumbower, 412 Centre st.,  
Mauch Chunk, Pa. S

CENTRAL VERMONT RY.  
J. C. Hurley, 24 Upper Wel-  
don st., St. Albans, Vt. C  
R. F. Wheeler, Brattleboro, Vt. S

C. & W. C. RY.  
G. W. Marshall, 403 Walker  
st., Augusta, Ga. C  
W. A. Wallace, care C. W. &  
C. Ry., Augusta, Ga. S

CHESAPEAKE & OHIO RY.  
W. T. Crawford, C. & O. Ry.,  
Huntington, W. Va. C  
W. Ridgeway, 700 13th St.,  
Ashland, Ky. S

CHICAGO & ALTON R. R.  
E. B. Watson, 5016 Ridge ave.,  
St. Louis, Mo. C  
C. E. Howard, Slater, Mo. S

C. & E. I. R. R.  
S. F. Rowe, Watska, Ill. C  
F. C. Hurst, 423 S. East ave.,  
Oak Park, Ill. S

C. & N. W. RY.  
G. H. Steele, 317 8th ave.,  
Clinton, Ia. C  
D. R. Stevens, Chadron, Neb. S

C. B. & O. RY.  
J. B. Tanney, 516 S. 28th st.,  
Lincoln, Neb. C  
R. F. Ledford, 204 Chestnut  
st., Hannibal, Mo. S

C. C. & L. R. R.  
D. E. Shea, 508 W. 2d st.,  
Peru, Ind. C  
A. B. Rothwell, 315 W. 3d st.,  
Peru, Ind. S

C. G. W. RY.  
S. Lee, 1316 Woodland ave.,  
Des Moines, Ia. C  
F. T. Young, 821 Shady ave.,  
St. Joseph, Mo. S

C. I. & L.  
J. B. Condon, 5539 Prairie  
ave., Chicago, Ill. C  
J. O'Mara, 2332 La Salle st.,  
Indianapolis, Ind. S

C. I. & S. R. R.  
F. L. Howard, 274 5th ave.,  
Kankakee, Ill. C  
F. Grundler, 110 Station st.,  
Kankakee, Ill. S

C. L. S. & E. RY.  
L. Boser, 9008 Houston  
ave., South Chicago, Ill. C  
L. J. Havert, box 116, Rose-  
ville, Ill. S

C. M. & ST. P. RY.  
W. J. Durbin, 3226 Cedar st.,  
Milwaukee, Wis. C  
Jerry Mullen, 405 Washington  
ave., Madison, Wis. S

C. P. & St. L. RY.  
J. W. Wood, 124 E. Arcadia  
ave., Peoria, Ill. C  
J. J. Sullivan, 924 N. 9th St.,  
Springfield, Ill. S

C. R. I. & P. R. R.  
W. Stephens, 2007 E. 35th st.,  
Kansas City, Mo. C  
E. W. Sumpter, 2715 Prospect  
ave., Kansas City, Mo. S

C. ST. P. M. & O. R. R.  
G. W. Carter, 1906 N. 28th  
st., Omaha, Neb. C  
J. J. Quinn, 732 Lawson st.,  
St. Paul, Minn. S

C. T. T. Co.  
C. F. McKelvey, East Chicago,  
Ind. C  
S. J. Derry, 793 Walnut st.,  
Chicago, Ill. S

CHIHUAHUA & PACIFIC  
A. L. Shriner, Apartado 262  
Chihuahua, Mex. C  
O. L. Archer, care C. & P.  
Ry., Chihuahua, Mex. S

C. H. & D. RY.  
Geo. Campbell, 230 N. Arsenal  
ave., Indianapolis, Ind. C  
F. P. Wirtz, Glendale, O. S

C. L. & N. RY.  
L. Collins, care C. L. & N.  
Ry., Court st., Cincinnati, O. C  
C. C. Talley, 543 Woodward  
st., Cincinnati, O. S

C. A. & C. RY.  
W. E. Miller, Orrville, Ohio. C  
J. J. Johnson, 25 Ella st.,  
Orrville, O. S

C. C. & ST. L. RY.  
G. W. Hardesty, 2529 Ashland  
Ave., Indianapolis, Ind. C  
P. A. Powell, 1260 Warder  
st., Springfield, O. S

COAL & COKE RY.  
L. D. Morris, Belington, W.  
Va. C  
D. H. Fink, Gasaway, W. Va. S

COLORADO & SOUTHERN  
J. F. Kelly, 218 E. Kansas  
ave., Trinidad, Colo. C  
J. B. Jeaks, 3261 Hayward  
Place, Denver, Colo. S

COLORADO MIDLAND RY.  
W. S. Steele, 1824 Cole ave.,  
Colorado Springs, Colo. C  
C. S. Gilbert, 822 E. High st.,  
Colorado Springs, Colo. S

COLO. STN. N. O. & PAC.  
C. H. Fewell, 2509 Texas ave.,  
Houston, Tex. C  
T. H. Foley, 2018 Texas ave.,  
Houston, Tex. S

C. S. & C. C. D. RY.  
J. W. Prosser, 215 Lincoln  
ave., Colorado City, Colo....C

**COPPER RANGE R. R.**

Geo. Lavenger, 297 Douglass  
st., Houghton, Mich.....C  
Ed. Murray, 281 South st.,  
Houghton, Mich.....S

**CUMBERLAND & PENNA**

C. A. Miller, Mt. Savage, Md..C  
J. F. McGuigan, Westerport,  
Md.....S

**CUMBERLAND VALLEY**

John Betz, Chambersburg, Pa...C  
D. M. Keefer, 491 E. King  
st., Chambersburg, Pa.....S

**DELAWARE & HUDSON CO.**

W. C. Gurney, 18 Munsell st.,  
Binghamton, N. Y.....C  
.....S

**D. L. & W. R. R.**

J. T. Downey, 61 Sunset ave.,  
Utica, N. Y.....C  
R. L. Bennett, 1006 College  
ave., Elmira, N. Y.....S

**DENVER & RIO GRANDE**

Hugh Long, 1217 Clayton st.,  
Denver, Colo.....C  
J. H. Simister, 2239 Van  
Buren ave., Ogden, Utah...S

**D. N. W. & P. RY.**

M. J. Broderick, 3430 Quivas  
st., Denver, Colo.....C  
Frank Spaulding, 3430 Quivas  
st., Denver, Colo.....S

**D. I. P. & N. RY.**

J. H. Spencer, 1828 Hewitt  
st., Des Moines, Ia.....C  
John Johnson, 905 E. Walnut  
st., Des Moines, Ia.....S

**D. T. & I. RY.**

Van Oren, 1619 So. Fountain  
ave., Springfield, O.....C

**DOMINION ATLANTIC RY.**

N. E. Margeson, Kentville, N. S. C  
J. Minnie, Kentville, N. S. S

**DRY FORK RY.**

G. E. Davis, Hendricks, W.  
Va.....C  
T. W. Flanagan, Hendricks,  
W. Va.....S

**DULUTH & IRON RANGE**

Paul Barcomb, Two Harbors,  
Minn.....C  
G. E. Mills, Box 702, Two  
Harbors, Minn.....S

**D. M. & N. RY.**

Wm. Hickox, Proctor, Minn..C  
N. C. Thomas, Proctor, Minn..S

**D. S. S. & A. RY.**

R. W. O'Neil, 319 E. Hewitt  
ave., Marquette, Mich.....C  
Guy Reed, Flat D., Bdw. Flats,  
Superior, Wis.....S

**ELGIN, JOLIET & EASTERN**

F. W. Hensel, 1513 E. Cass  
st., Joliet, Ill.....C  
R. T. Cherry, 102 Hebbard  
st., Joliet, Ill.....S

**EL ORO RY.**

D. Morrow, Box 38, El Oro,  
Mex.....C

**EL PASO & SOUTHWESTERN**

E. B. Jones, box 356, Tucum-  
cari, N. M. ....C  
J. E. Bell, box 271, Carrizozo,  
N. M. ....S

**ERIE R. R.**

I. Welch, 17 2d st., Port  
Jervis, N. Y.....C  
C. E. Stickels, 110 Temple st.,  
Owego, N. Y.....S

**E. & T. H. R. R.**

W. C. McLean, 916 Upper  
8th st., Evansville, Ind....C  
P. W. Maroney, 1700 E.  
Franklin st., Evansville, Ind..S

**F. & C. C. R. R.**

F. J. Ives, 819 River st.,  
Canon City, Colo.....C  
A. H. Smith, 1115 Macon ave.,  
Canon City, Colo.....S

**FLORIDA EAST COAST RY.**

R. Dilworth, St. Augustine, Fla.C  
B. Hale, 729 W. Monroe st.,  
Jacksonville, Fla.....S

**FORT SMITH & WESTERN**

E. S. Lowther, box 288, Guth-  
rie, Okla. ....C  
W. Smith, Ft. Smith, Ark.,  
Care Ft. S. & W. Ry.....S

**Ft. W. & D. C. RY.**

J. A. Murphy, 414 Louisiana  
ave., Ft. Worth, Tex.....C  
F. R. Brown, 302 Buchanan st.,  
Amarillo, Texas.....S

**FRISCO (ST. L. & S. F.)**

C. H. Hasell, 615 W. Walnut  
st., Springfield, Mo.....C  
E. H. Riggs, Box 764 Crystal  
City, Mo.....S

**FRISCO (IN TEXAS.)**

F. E. Davis, 1800 Fairmont  
ave., Fort Worth, Tex.....C  
W. O. Powers, 107 John st.,  
Fort Worth, Tex.....S

**GEORGIA R. R.**

J. L. Oliver, 1055 Walnut st.,  
Macon, Ga. ....C  
C. L. McLaughlin, Camak, Ga.S

**G. S. & F. RY.**

H. Dickinson, 145 Academy  
st., Macon, Ga.....C  
W. E. Gray, 1542 3d st.,  
Macon, Ga.....S

**G. V., G. & N. RY.**

W. H. Worden, Globe, Ariz...C  
R. A. Flood, box 120, Globe,  
Ariz. ....S

**GRAND RAPIDS & INDIANA**

Geo. W. Osborne, 218 Brenner  
st., Cadillac, Mich.....C  
L. W. Griffin, 829 Home ave.,  
Grand Rapids, Mich.....S

**GRAND TRUNK—EAST.**

Thos. Todd, 202 McNabb st.,  
N. Hamilton, Ont.....C  
M. D. Hushin, Stratford, Ont..S

**GRAND TRUNK—WEST.**

M. C. Cary, 1229 Pine Grove  
ave., Port Huron, Mich.....C  
G. E. Houghton, 240 Marston  
ave., Detroit, Mich.....S

**GREAT NORTHERN RY.**

1. F. Richardson, Merchants  
Hotel, St. Paul, Minn....C  
H. A. Daniels, 1221 3d st. N.,  
St. Cloud, Minn.....S

**GREEN BAY & WESTERN**

F. H. Seymour, 802 Cora st.,  
Green Bay, Wis.....C  
G. W. Biglow, Main & Phil-  
lips, Stevens Point, Wis...S

**GULF & SHIP ISLAND R. R.**

C. S. Williams, W. Jackson  
Station, Jackson, Miss...C  
S. A. Winborn, Gulfport, Miss..S

**G. C. & S. F. RY.**

H. W. Smith, 515 N. 1st st.,  
Temple, Tex. ....C  
J. V. Russ, Conroe, Tex....S  
H. L. Edwards, Bridgewater,  
N. S. ....C  
H. Mosher, Bridgewater, N. S. S

**HOCKING VALLEY RY.**

C. Moeller, 371 S. 3d st., Co-  
lumbus, Ohio.....C

**H. & T. C. R. R.**

W. E. Shipp, 907 N. Gaines  
st., Ennis, Tex.....C  
E. D. Cunningham, 903 Kauf-  
man st., Ennis, Tex. ....S

**H. K. & W. T. RY.**

J. B. Moore, 2103 Gentry st.,  
Houston, Tex.....C  
A. M. Palmer, 2107 Provi-  
dence, Houston, Tex.....S

**H. & B. T. M. R. R.**

G. A. Hickey, Saxton, Pa....C  
O. M. Reid, Saxton, Pa.....S

**ILLINOIS CENTRAL R. R.**

J. C. Turner, Canton, Miss...C  
W. H. Wilson, 1725 2nd st.,  
Louisville, Ky.....S

**INDIANA HARBOR BELT**

J. C. Collins, 645 Summer st.,  
Hammond, Ind.....C  
Thos. Isdell, Box 32, Franklin  
Park, Ill.....S

**INDIANAPOLIS SOUTHERN**

E. W. Harris, 1346 Union st.,  
Indianapolis, Ind.....C  
E. N. Vance, 125 Kansas st.,  
Indianapolis, Ind.....S

**INDIANAPOLIS UNION RY.**

Julius Aichele, 421 S. Haugh  
st., Indianapolis, Ind.....C  
J. F. Vinzant, 213 W. Ver-  
mont st., Indianapolis, Ind..S

**INTERCOLONIAL RY.**

W. Crockett, box 473 Mono-  
ton, N. B.....C  
W. M. Thompson, Moncton,  
N. B.....S

**I. & G. N. R. R.**

J. L. Burd, Palestine, Tex....C  
J. O. Bowles, Mart, Tex.....S

**IOWA CENTRAL**

F. A. Roberts, 425 2d Ave.,  
W. Okaloosa, Ia. ....C  
P. H. O'Connor, 110 So. D  
St., Monmouth, Ill.....S

**KANAWHA & MICHIGAN RY**

S. P. Tinklepaugh, Box 337,  
Middleport, O.....C  
J. M. Caruthers, Middleport, O.S

**K. C. M. & O. RY. (MEX.)**

C. W. Powers, Apartado 196,  
Chihuahua, Mex.....C

**K. C. M. & O. RY. (U. S.)**

G. F. Tobin, 640 N. Topeka  
ave., Wichita, Kan.....C  
R. C. Ingram 333 Waco ave.,  
Wichita, Kan.....S

**KANSAS CITY SOUTHERN**

O. Bush, box 415, Mena, Ark...C  
E. E. Rose, Mena, Ark.....S

**KINGSTON & PEMBROKE**

T. H. Funnell, 249 Queen st.,  
Kingston, Ont.....C  
Jno. Craig, 169 Rideau st.,  
Kingston, Ont.....S

**LAKE ERIE & WESTERN**

J. F. Oldham, 360 E. 5th  
st., Peru, Ind.....C  
J. E. Johnson, 456 1/2 S. Main  
st., Lima, Ohio.....S

**L. E. A. & W. R. R.**

S. McGranahan, 580 N. Webb  
ave., Alliance, O.....C  
G. W. Spade, E. Gaikill st.,  
Alliance, O.....S

**L. S. & M. S. RY.**

A. V. Newton, 93 W. Oakwood  
Place, Buffalo, N. Y.....C  
A. C. Brown, 921 Marion st.,  
Elkhart, Ind.....S

**LAS VEGAS & TONOPAH**

John Tway, Las Vegas, Nev...C  
C. E. Doran, Las Vegas, Nev..S

**LEHIGH & HUDSON RIVER**  
E. B. Pittenger, 10 Randall  
st., Phillipsburg, N. J.....C  
A. J. Decker, 72 4th st., Phil-  
lipsburg, N. J.....S

**LEHIGH VALLEY R. R.**  
H. S. Pennell, Leighton, Pa...C  
F. C. Brown, 470 N. Main st.,  
Pittston, Pa.....S

**LONG ISLAND R. R.**  
R. L. Purick, Echo P. O.,  
Pt. Jefferson, L. I., N. Y....C  
W. B. Howard, Long Island  
City, N. Y.....S

**LOUISVILLE & NASHVILLE**  
J. D. Keen, The Parkside,  
Bonny Castle ave., Louis-  
ville, Ky.....C  
H. B. Arnold, 248 Winchester  
st., Paris, Ky.....S

**L. R. & N. CO.**  
T. M. Brittain, 912 Commerce  
st., Shreveport, La.....C  
A. E. West, 1503 Davis st.,  
Shreveport, La.....S

**L. H. & ST. L. RY.**  
T. W. Cartwright, 3d & V sts.,  
Louisville, Ky.....C  
M. L. Howard, 4002 Green-  
wood ave., Louisville, Ky...S

**M. D. & S. R. R.**  
R. C. Garrison, 556 Broad st.,  
E. Macon, Ga.....C  
W. T. Burke, 1709 3d st.,  
Macon, Ga.....S

**MAINE CENTRAL R. R.**  
G. W. McKenney, 171 Ocean  
st., South Portland, Me....C  
Jas. Lowe, 4 Elm Terrace,  
Waterville, Me.....S

**MARYLAND & PENNA.**  
D. J. Golden, care M. & P.  
Ry., Belair, Md.....C  
J. W. Riley, 2614 Huntingdon,  
Baltimore, Md.....S

**MEXICAN INTERNATIONAL**  
O. L. Rolfe, Monclova, Mex...C  
N. A. Moore, Box 18, Mon-  
clova, Mex.....S

**MEXICAN INTEROCEANIC**  
J. E. McGuire, care F. C. I.,  
Oriental, Mexico, E. P.....C  
A. E. Ewing, Meson De Sosa,  
15. Puebla, Mexico, E. P....S

**MICHIGAN CENTRAL R. R.**  
John Maher, 208 N. Pleasant  
st., Jackson, Mich.....C  
P. H. Whalen, 305 N. Henry  
st., West Bay City, Mich...S

**MINNEAPOLIS & ST. LOUIS**  
H. D. Maher, 1921 Laurel  
ave., Minneapolis, Minn....C  
E. L. Maher, 313 9th St.,  
Des Moines, Ia.....S

**M. ST. P. & S. S. M. RY.**  
N. McEachern, 1605 Chicago  
ave., Minneapolis, Minn....C  
S.....S

**MINN. & INTERNATIONAL**  
J. Golemboski, 511 S. Broad-  
way, Brainerd, Minn.....C  
P. A. Moerke, 613 5th st.,  
Brainerd, Minn.....S

**MISSISSIPPI CENTRAL**  
S. J. Harper, 410 E. Pine St.,  
Hattiesburg, Miss.....C  
W. H. Merritt, Care V. B.  
Watts, Brookhaven, Miss...S

**M. K. & T. RY.**  
C. E. Whitney, 916 S. Ver-  
mont, Sedalia, Mo.....C  
W. R. Kirkpatrick, 709 W.  
Woodward, Denison, Tex...S

**MISSOURI PACIFIC SYSTEM**  
W. C. Turner, St. James  
Hotel, St. Louis, Mo.....C  
R. M. Lyons, 717 E. McCarty  
st., Jefferson City, Mo....S

**MOBILE & OHIO**  
R. B. Mims, Artesia, Miss...C  
J. T. Elliott, 1305 2d ave.,  
Columbus, Miss.....S

**M. J. & K. C. R. R.**  
J. W. Mullins, 1012 S. Con-  
ception st., Mobile, Ala....C  
W. M. Fowler, Middleton,  
Tenn.....S

**NATIONAL LINES OF MEX.**  
J. B. Bedwell, 2a del Chopo  
48 City of Mexico, Mex....C  
T. K. Eccles, Chihuahua  
Shops, Mex.....S

**NEW YORK & OTTAWA RY**  
J. A. Hardy, 564 Elgin st.,  
Ottawa, Ont.....C  
W. S. Hutt, 412 Nelson st.,  
Ottawa, Ont.....S

**NEW YORK & PENNA.**  
A. J. Vaughn, Shingle House,  
Pa.....C  
S. H. Kuhn, Box 165, Shingle  
House, Pa.....S

**N. Y. C. & H. R. R. R.**  
M. C. Slattery, 963 Lovejoy  
st., Buffalo, N. Y.....C  
J. A. Peterson, 952 Market st.,  
Williamsport, Pa.....S

**N. Y. C. & ST. L. R. R.**  
D. C. Connors, Bellevue, O...C  
E. W. Horton, Bellevue, O...S  
N. Y., N. H. & H. R. R.

J. Wall, 20 Cassius st., New  
Haven, Conn.....C  
L. C. Boudreau, 106 Newton  
st., Marlboro, Mass.....S

**N. Y. O. & W. RY.**  
P. S. Titus, 160 Wash st.,  
Kingston, N. Y.....C  
F. Vincent, 21 Hopper st.,  
Utica, N. Y.....S

**N. Y. P. & N. R. R.**  
H. M. Waller, Delmar, Del...C  
C. A. Elliott, Delmar, Del...S

**N. Y. S. & W. R. R.**  
P. O. Sullivan, Avoca, Pa....C  
S.....S

**NORFOLK & SOUTHERN**  
R. G. Waddy, 312 Willoughby  
st., Norfolk, Va.....C  
S. K. Stevenson, 121 Frank-  
lin st., Suffolk, Va.....S

**NORFOLK & WESTERN RY**  
C. C. Horn, 334 Robinson ave  
Portsmouth, O.....S

**NORTHERN ALABAMA RY**  
C. N. Looney, Sheffield, Ala..C  
G. M. Shackelford, Tuscum-  
bia, Ala.....S

**NORTHERN PACIFIC RY**  
J. T. Hughes, 1878 Selby ave.,  
St. Paul, Minn.....C  
D. C. Maxwell, Glendive, MontS

**NORTHWESTERN PACIFIC**  
S. J. Dunlap, 20 Shaver St.,  
San Rafael, Cal.....C  
C. W. Conger, 205 A St.,  
San Rafael, Cal.....S

**O. R. & N. CO.**  
W. M. Buckley, 421 E. 4th  
st., The Dalles, Ore.....C  
R. A. Harned, Hotel Foley,  
La Grande, Ore.....S

**OREGON SHORT LINE**  
T. W. Charlton, 322 N. 2d  
st. West, Salt Lake City, UtahC  
O. Miller, 430 N. Garfield  
ave., Pocatello, Idaho...S

**PACIFIC COAST RY.**  
R. E. Carey, San Luis Obispo,  
Cal.....C  
R. Manderschied, San Luis  
Obispo, Cal.....S

**P. R. R. (LINES EAST.)**  
G. M. Smith, Bowie, Md....C  
S. C. Cowen, 1533 Penna ave.,  
Tyrone, Pa.....S

**P. R. R. (LINES WEST.)**  
O. Irwin, 53½ Pittsburg st.,  
New Castle, Pa.....C  
D. L. Brown, 147 E. 13th ave.,  
Columbus, O.....S

**P. & P. U. RY**  
W. W. Donley, 300 W. Arm-  
strong st., Peoria, Ill.....C  
G. W. Scott, 103 Howat st.,  
Peoria, Ill.....S

**PIRE MARQUETTE (U. S.)**  
W. W. Drew, 1022 5th ave.,  
Grand Rapids, Mich.....C  
E. F. Sullivan, 519 N. Frank-  
lin st., Saginaw, Mich...S

**PHILADELPHIA & READING**  
W. L. Eisele, 2343 W 4th st.,  
Newberry, Pa.....C  
R. J. Kantner, L Box 723,  
Tamaqua, Pa.....S

**PITTSBURG & LAKE ERIE**  
J. A. Fiske, 818 Rose St.,  
McKees Rocks, Pa.....C  
J. F. Montgomery, 606 Esplan  
st., Pittsburgh, Pa.....S

**P. C. & Y. RY.**  
John Daley, 916 1st st., Mc-  
Kees Rocks, Pa.....C  
J. B. Pedicord, 1 Grandview  
Flats, McKees Rocks, Pa...S

**P. S. & N. R. R.**  
Wm. Dumjohn, St. Mary's Pa..C  
A. J. Learn, St. Marys, Pa...S

**PORTLAND & SEATTLE**  
G. J. Bircher, 464 E. 8th st.,  
N. Portland, Ore.....C  
R. S. Blew, care A. & C. Ry.,  
Astoria, Ore.....S

**QUEEN & CRESCENT**  
(North of Meridian.)  
H. C. McNutt, 507 Georgia  
ave., St. Elmo, Tenn.....C  
J. B. Andrus, 3822 Ave. C,  
Avondale, Ala.....S

(South of Meridian.)  
R. L. Wright, 907 Montegut  
st., New Orleans, La.....C  
S.....S

**Q. O. & K. C. R. R.**  
F. J. Lins, 1516 Brooklyn  
ave., Kansas City Mo.....C  
Ben Johnson, Milan, Mo....S

**R. F. & P. R. R.**  
B. Cates, 1410 Floyd Ave.,  
Richmond, Va.....C  
A. H. Moler, 46 N. Y. ave.,  
N. W., Washington, D C...S

**RIO GRANDE SOUTHERN**  
W. D. Jay, Telluride, Colo...C  
G. Sanders, Durango, Colo...S

**RUTLAND R. R.**  
E. A. Prichard, 103 Mont-  
gomery St., Ogdensburg,  
N. Y.....C  
M. Wyman, 47 West st., Rut-  
land, Vt.....S

**ST. J. & L. C. R. R.**  
O. B. Kittredge, Swanton, Vt...S

ST. J. & G. I. R. R.  
I. N. Miller, 1514 S. 18th st.,  
St. Joseph, Mo.....C  
R. C. Horgan, 2012 S. 5th st.,  
St. Joseph, Mo.....S

ST. L. B. & M. RY.  
A. S. Richardson, box 398,  
Brownsville, Tex.....C  
B. F. Hostasser, Kingsville,  
Tex.....S

ST. LOUIS SOUTHWESTERN  
J. W. Cheshire, 14th & 8th  
ave., Corsicana, Tex.....C  
C. E. Sparks, Corsicana, Tex..S

S. A. & A. P. RY.  
W. H. Dimaline, Yoakum, Tex.C  
E. C. McGill, Yoakum, Tex..S

S. P., L. A. & S. L. R. R.  
J. E. McCarty, 856 W. 1st  
South St., Salt Lake City, U.C  
I. T. Blackmon, 355 W. 4th  
North St., Salt Lake City, U.S

S. F. P & P. RY.  
C. E. Loux, Prescott, Ariz...C  
J. McArdle, 208 N. Alarcon  
st., Prescott, Ariz.....S

SEABOARD AIR LINE.  
J. A. Dodson, 1914 High st.,  
Portsmouth, Va. ....C  
W. T. Cox, 631 South st.,  
Portsmouth, Va.....S

SOUTHERN RY.  
R. W. Moore, 66 Rhode Island  
ave. N. W. Washington, D. C.C  
T. H. Williams, 907 W. Main  
st., Richmond, Va.....S

SOUTHERN (L.—ST. L.)  
J. W. McCann, 722 7th st., So.  
Louisville, Ky.....C  
H. Baerd, 321 13th st., New  
Albany, Ind. ....S

SOUTHERN INDIANA RY.  
W. W. Griffith, 1421 S. 10th  
St., Terre Haute, Ind.....C  
C. E. Kerch, 1463 S. 17th st.,  
Terre Haute, Ind.....S

SOUTHERN PACIFIC (ATL.)  
J. W. Forgason, Rice Hotel,  
Houston, Tex.....C  
S. V. Betters, 517 Hays st.,  
San Antonio, Tex.....S

SOUTHERN PACIFIC (PAC.)  
S. Veatch, Argonaut Hotel,  
San Francisco, Calif.....C  
J. P. Weir, 358 San Jose  
ave., San Francisco, Cal.....S

S. F. & N. RY.  
G. F. Ingraham, Box 116,  
Rossland, B. C.....C  
S. W. Brown, Oroville, Wash..S

SPOKANE INTERNATIONAL  
J. D. Lahey, 118 Augusta  
ave., Spokane, Wash.....C  
John Clark, 512 Riverside,  
Spokane, Wash.....S

S. I. R. T. CO.  
W. J. Reeves, Tottenville, N. Y.C  
.....S

TACOMA EASTERN RY.  
C. G. Hansen, Bismarck, Wash.C  
C. M. Dunlap, Bismarck, Wash..S

TENNESSEE CENTRAL  
W. H. Beeland, Box 183, Har-  
risman, Tenn. ....C  
C. B. Miller, Monterey, Tenn..S

T. & N. O. RY.  
H. F. Graham, North Bay,  
Ont.....C  
A. Newell, North Bay, Ont...S

TERMINAL R. R., ST. LOUIS  
J. S. Foster, 4322 Arco st.,  
St. Louis, Mo.....C  
A. M. Patterson, 3728 N.  
11th st., St. Louis, Mo.....S

TEXAS & PACIFIC RY.  
M. S. Bogert, 222 Broadway,  
Ft. Worth, Tex.....C  
.....S

TEXAS CENTRAL R. R.  
A. G. Hawkins, Waco, Tex...C  
H. H. Holt, 524 Dallas st.,  
Waco, Tex.....S

TOLEDO & OHIO CENTRAL  
E. F. Bevan, 57 N. Princeton  
ave., Columbus, Ohio.....C  
E. F. Volk, 467 S. Spring St.,  
Bucyrus, O. ....S

T. P. & W. RY.  
B. W. Thompson, 506 Fayette  
st., Peoria, Ill.....C  
J. H. Howat, 215 S. Garfield  
ave., Peoria, Ill.....S

TOLEDO TERMINAL RY.  
J. S. Swartz, 2815 Fulton st.,  
Toledo, O.....C  
Jos. Auer, 1247 Eastern ave.,  
Toledo, O.....S

T. ST. L. & W. R. R.  
J. H. Gross, 600 E. South st.,  
Frankfort, Ind.....C  
Jno. Worst, care W. P. Wil-  
son, Charleston, Ill.....S

TONOPAH & GOLDFIELD  
S. H. Tracey, Mina, Nev.....C  
A. W. Card, Tonopah, Nev...S

T. H. & B. RY.  
J. E. Oldfield, 150 Catherine  
st., Hamilton, Ont.....C  
M. W. Kennedy, 402 N.  
Hughson st., Hamilton, Ont.S

T. & B. V. R. R.  
W. H. Seymore, Teague, Tex..C  
C. F. Hamilton, 912 W. 5th  
st., Ft. Worth, Tex.....S

ULSTER & DELAWARE R. R.  
J. A. Halstead, 1 Otsego st.,  
Oneonta, N. Y.....C  
P. C. McDonald, 27 Brewster  
st., Kingston, N. Y.....S

UNION PACIFIC R. R.  
C. E. McIntosh, 505 S. 21st  
St., Council Bluffs, Ia.....C  
Frank Ostertag, 1106 Admiral  
Blvd., Kansas City, Mo.....S

VANDALIA R. R.  
W. T. Brown, 37 No. 11th st.,  
Terre Haute, Ind.....C  
.....S

V. & S. W. RY.  
C. C. McNew, 1110 Fairmont  
ave., Bristol, Va. ....C  
W. T. Coile, 15 10th St.,  
Bristol, Va. ....S

WABASH R. R.  
G. H. Lyon, 153 W. Willis  
ave., Detroit, Mich.....C  
C. E. Bishop, 307 N. Walnut  
st., Danville, Ill.....S

W. M. W. & N. W. RY.  
W. J. Burdge, Box 142,  
Mineral Wells, Tex.....C  
M. L. Burke, Weatherford, Tex..S

WESTERN MARYLAND R. R.  
T. H. Hoover, 820 E. Preston  
st., Baltimore, Md.....C  
D. P. Blair, 36 Foundry st.,  
Hagerstown, Md.....S

WESTERN PACIFIC R. R.  
L. D. Bayrell, 720 Judge  
Bldg., Salt Lake City, Utah.C  
L. L. Bailey, 212 W. 1st  
South st. Salt Lake City, UtahS

WHEELING & LAKE ERIE  
F. S. Bodie, 22 Cecil st., Mas-  
sillon, Ohio.....C  
L. C. Bigleman, Gen. Del.,  
Pittsburg, Pa.....S

WICHITA VALLEY  
W. V. Keith, 1601 Hemphill  
st., Ft. Worth, Tex.....C  
J. S. Barry, Ruston, La.....S

WISCONSIN CENTRAL RY.  
W. A. Redner, 3609 Prairie  
ave., Chicago, Ill.....C  
J. B. Murphy, 308 3d ave.,  
E., Ashland, Wis.....S

Y. & M. V. R. R.  
C. M. Yard, 1328 Madison  
ave., Memphis, Tenn.....C  
W. G. Beanland, 1362 Union  
ave., Memphis, Tenn. ....S

# Ladies' Auxiliary to the Order of Railway Conductors—Directory

## GRAND OFFICERS.

Mrs. J. H. Moore, Grand President	423 Langdon street, Toledo, O.
Mrs. A. F. Conlisk, Grand Vice-President	206 St. Louis avenue, Ft. Worth, Tex.
Mrs. W. E. Higgins, Grand Secretary and Treasurer	1339 South High street, Columbus, O.
Mrs. M. E. Sewell, Grand Senior Sister	557 W. 65th street, Chicago, Ill.
Mrs. W. N. Drake, Grand Junior Sister	110 Harvard street, Dedham, Mass.
Mrs. E. I. Lowe, Grand Guard	7 Cherry street, Portland, Me.

## EXECUTIVE COMMITTEE.

Mrs. P. C. Callahan, 370 N. Royal street, Jackson, Tenn.
Mrs. L. B. Waltz, 708 Upper Third street, Evansville, Ind.
Mrs. A. Schneider, 366 Hope street, St. Paul, Minn.

## INSURANCE ASSOCIATION.

Pres., Mrs. J. H. Moore, 423 Langdon st., Toledo, O.; Sec'y, Mrs. G. W. Hutchinson, 19 E. 4th st., Mt. Vernon, N. Y. Directors: Mrs. W. N. Drake, 110 Harvard st., Dedham, Mass.; Mrs. P. C. Callahan, 370 N. Royal st., Jackson, Tenn.; Mrs. A. Schneider, 366 Hope st., St. Paul, Minn.

1—BETHLEHEM, Cleveland, O., 2d & 4th Thurs., 1:30 p. m., Pythian hall. Mrs. A. E. Temple, 2954 73d St. S. E. ....P Mrs. E. W. Marriott, 1448 E. 88th st. ....S	10—FRIENDSHIP, Scranton, Pa., 2d & 4th Thurs., 2 p. m., over Wyoming & Erie depot, Dunmore, Pa. Mrs. Mary Miller, 116 Green Ridge st. ....P Mrs. S. J. Finnerty, 1610 Web- ster ave., Dunmore, Pa. ....S	20—LINCOLN, Des Moines, Ia., 2d & 4th Thurs., 2:30 p. m., I. O. O. F. hall, 6th & Locust. Mrs. J. W. Dodge. ....P Mrs. M. L. Duley, 815 Locust. S
2—SURPRISE, Danville, Ill., 1st & 3d Wed., 2:30 p. m., I. O. O. F. hall. Mrs. Iris Stevenson, 11 Park St. ....P Mrs. Olive Rhorer, 601 South St. ....S	11—ST. LOUIS, St. Louis, Mo., 1st & 3d Wed. 2 p. m. Anchor hall. Mrs. E. Dyer, 2827 St. Vincent. P Mrs. C. W. Noonan, 2720 Ac- comac st. ....S	23—DENVER, Denver, Cole, 2d & 4th Fri., 2:30 p. m., I. O. O. F. hall, 1543 Champa st. Mrs. J. Walker, 3341 Gilpin. P Mrs. F. Spaulding, 4059 Val- lejo st. ....S
3—CAPITAL CITY, Columbus, O., 1st & 3d Thurs., 2:30 p. m., K. P. hall, cor. Main & 3d sts. Mrs. C. S. Wilson, 1660 N. 4th. P Mrs. Cora Wagner, 74 E. Engler St. ....S	12—AUTUMN LEAF, Bellevue, O., 1st & 4th Wed., 2 p. m., C. M. B. A. hall, E. Main st. Mrs. Nellie Zigler, 126 North. P Mrs. Daisy Horton, 521 E. Main st. ....S	24—ENDEAVOR, Derry, Pa., 2d & 4th Wed., 2 p. m., I. O. O. F. hall. Mrs. Mary Gaus. ....P Mrs. Mary M. Shafer. ....S
4—ANDREWS, Elkhart, Ind., 1st & 3d Thurs., 2 p. m., Mc- Kean hall, Main st. Mrs. L. Brown, 6th St. ....P Mrs. Myrtle Jewett, 911 Mar- ion st. ....S	13—DE SOTO, DeSoto, Mo., 2d Wed., 2 p. m., I. O. O. F. hall. Mrs. Estella Ryan. ....P Mrs. L. A. Missey. ....S	25—MYRTLE, Chicago, O., 1st & 3d Tues., 7 p. m., O. R. C. hall. Mrs. J. Murray. ....P Mrs. E. M. Forbs. ....S
5—ERICKSON, Philadelphia, Pa., 2d & 4th Wed., 2:30 p. m. Dental hall, 13th & Arch sts. Mrs. C. L. Springer, Berwyn, Pa. ....P Mrs. B. F. Wiltse, 3257 Wood- land ave. ....S	14—ENTERPRISE, Ottumwa, Ia., 2d & 4th Wed., 2 p. m., O. R. C. hall, Main & Market. Mrs. J. M. Wilson, 1228 E 2d. P Mrs. C. H. Jandrews, 123 Mor- rell st. ....S	26—AURA, Collinwood, O., 1st & 3d Thurs., 2 p. m., K. P. hall. Mrs. Lillian Rohr, 797 Fut- nam st. ....P Mrs. W. H. Moulton, 779 Fut- nam st. ....S
6—BANNER, Toledo, O., 1st & 3d Fri., 2:30 p. m., Pythian Temple, Jefferson & Ontario. Mrs. Viola Mead, 1618 Super- ior st. ....P Mrs. Millie Myers, 9 Korea Flats. ....S	15—GALESBURG, Galesburg, Ill., 2d & 4th Wed., 2:30 p. m., A. O. U. W. hall. Mrs. F. E. Bronson, N. Chambers st. ....P Mrs. C. M. Hill, 1092 S. West st. ....S	27—LIMA, Lima, O., 2d & 4th Thurs., Mitchell hall, N. E. cor. public square. Mrs. M. H. Lynch, 612 S. Main st. ....P Mrs. R. W. Peck, 644 S. Elizabeth st. ....S
7—NEWARK, Newark, O., 2d & 4th Fri., 2 p. m., O. R. C. hall, 17½ So. Park st. Mrs. W. C. Smith, 27 Buena- vista st. ....P Mrs. Clare Meanor, 25 Valan- dingham st. ....S	16—ERIE, Huntington, Ind., 1st & 3d Wed., 2:30 p. m., Mar- ket & Jefferson sts. Mrs. O. C. Shipley, 67 Mar- shall st. ....P Mrs. E. C. Smith, 116 E. Franklin st. ....S	28—TURNER, Denison, Tex., 1st & 3d Wed., 2:30 p. m., O. R. C. hall. Mrs. J. H. Benner, 757 W. Gandy st. ....P Mrs. W. E. Milton, box 685. S
8—EASTERN STAR, Sunbury, Pa., 2d & 4th Wed., 2 p. m., A. O. U. W. hall. Mrs. Emma Geasy, Owl st. P Mrs. E. K. Downs, 225 Wal- nut st. ....S	17—BENEVOLENT, St. Joseph, Mo., 2d & 4th Fri., 2 p. m., I. O. O. F. Auditorium. Mrs. A. S. Chickering, 1608 S. 12th st. ....P Mrs. Mattie M. Wright, 31st & Sylvania. ....S	29—OLIVE BROS., McComb, Miss., 2d & 4th Thurs., 2:30 p. m., Masonic hall. Mrs. E. L. McLauria. ....P Mrs. F. T. Shafer. ....S
9—ROBT. PITCAIRN, Pitts- burg, Pa., 2d & 4th Thurs., 2 p. m., Century Bldg., 130 7th st. Mrs. C. C. Boucher, 114 W. 3d st. ....P Mrs. J. A. Reinhart, 201 Mil- lra ave., Wilkensburg, Pa. S	19—MAINE, Chillicothe, O., 1st & 3d Thurs., 7 p. m., O. R. C. hall. Mrs. Mary Johnson, 635 E. 3d st. ....P Mrs. Wm. Burke, 323 E. Main st. ....S	30—PROSPECT, Garrett, Ind., 2d & 4th Wed., 7:30 p. m., Red Men's hall. Mrs. Clara Weaver, Lee st. P Mrs. Etta Bell, Wash. st. S
		31—CHEYENNE, Cheyenne, Wyo., 1st & 3d Tues., 2:30 p. m., Fraternal hall. Mrs. J. N. Marks, 20th & Eddy. ....P Mrs. J. J. Fitzgerald, 711 E. 18th st. ....S

33—MT. TACOMA, Tacoma, Wash., 2d & 4th Tucs., 2 p. m. Pythian hall.  
 Mrs. D. Howard, 1224 N. Steele  
 Mrs. G. E. Lyen, 3557 E. I st.  
 36—ALBANY, Albany, N. Y., alternate Thurs., 2:30 p. m., Chancellor hall, 67 S. Pearl st.  
 Mrs. M. C. Ekins, 67 S. Pearl st.  
 Mrs. V. D. Rhodes, 45 Garfield Place  
 37—COLUMBIA, Cedar Rapids, Ia., 1st & 3d Thurs., 2:30 p. m., Canfield hall, 2d ave.  
 Mrs. Margaret Cain, 826 1st ave. W.  
 Mrs. W. A. Coon, 516 S. 5th st., E.  
 38—GLORIA, Ottumwa, Ia., 1st & 3d Wed., 2:30 p. m., H. of L. F. & E. hall.  
 Mrs. F. C. Bell, 401 N. Clay st.  
 Mrs. G. J. Jackson, 212 N. Benton st.  
 39—IDEAL, Jackson, Tenn., 2d & 4th Tues., 3 p. m., Elks' hall, Baltimore & Market.  
 Mrs. C. A. McKinnie, 318 W. Baltimore st.  
 Mrs. P. C. Callahan, 370 N. Royal st.  
 40—COLUMBIAN, Buffalo, N. Y., 1st & 3d Thurs., 2:30 p. m., Oriental hall, Lewis blk.  
 Mrs. Leona Wright, 102 Brinkman st.  
 Mrs. Georgia Talbot, 214 S. Division st.  
 41—ARKANSAS VALLEY, Pueblo, Colo., 2d & 4th Tues., 2 p. m., K. P. hall.  
 Mrs. L. C. Griffith, 1031 W. 12th st.  
 Mrs. Hattie Morser, 308 blk 1. S.  
 42—BRIDGE CITY, Logansport, Ind., 2d & 4th Wed., 2:30 p. m., Ben Hur hall.  
 Mrs. Feta Neal, 710 North st.  
 Mrs. Ella Johnson, 1408 E. Market st.  
 43—GOLDEN ROLL, Atlanta, Ga., 2d & 4th Wed., 3 p. m., K. P. hall, cor. Pryor & Hunter.  
 Mrs. J. G. Garwood, 191 S. Pryor st.  
 Mrs. S. Walraven, 184 W. 1st st.  
 44—DETROIT, Detroit, Mich., 2d & 4th Thurs., 2 p. m., Elks' hall, Grand River & Griswold.  
 Mrs. G. Lockard, 127 23d st.  
 Mrs. A. T. Fley, 312 Vine st.  
 45—TRANSIT, Grand Rapids, 2d & 4th Thurs., 2 p. m., Majestic hall, N. 1st & 2d.  
 Mrs. E. Brew, 1022 5th st.  
 Mrs. Reed Hawker, 166 Cass st.  
 46—MARYLAND, Cumberland, Md., 1st & 3d Thurs., I. O. O. F. hall.  
 Mrs. L. Rephan, 11 Polanski st.  
 Mrs. Chas. Schmutz, 85 Highland st.  
 47—KEYSTONE, Harrisburg, Pa., 1st & 3d Wed., 2 p. m., Mauk's hall, cor. 6th & Keller st.  
 Mrs. T. A. Leonard, 1729 N. 6th st.  
 Mrs. Mary A. Bair, 2118 N. 6th st.

48—DIXIE, Chattanooga, Tenn., 1st & 3d Thurs., 2:30 p. m., Damon hall.  
 Mrs. R. B. Stegall, Rossville, Ga.  
 Mrs. P. Gorman, 524 Douglas st.  
 49—PROSPERITY, Eagle Grove, Ia., 1st & 3d Thurs., 2:30 p. m., Masonic hall.  
 Mrs. W. Collins  
 Mrs. W. R. Hammond, box 835 S.  
 50—DELAWARE, Wilmington, Del., 2d & 4th Thurs., 2:30 p. m., Masonic hall, 8th & Market.  
 Mrs. M. Meredith, 1108 Maryland ave.  
 Mrs. E. McCarroll, 708 Lombard st.  
 51—KEKIONGA, Ft. Wayne, Ind., 1st & 3rd Thurs., 2:30 p. m., O. R. C. hall.  
 Mrs. Lizzie Bushey, 1017 Van Buren st.  
 Mrs. Olive Current, 2111 Oliver st.  
 52—IVY LEAF, Port Jervis, N. Y., 2d & 4th Thurs., 3 p. m., Mondon hall, Pike st.  
 Mrs. Chas. Carley, 6 Brooklyn P.  
 Mrs. Wm. Luckey, 158 W. Main st.  
 55—MAGNOLIA, Augusta, Ga., 2d & 4th Tues., 3 p. m., Red Men's hall.  
 Mrs. W. W. McDowell, 440 Calhoun st.  
 Mrs. Thos. Kitchens, 437 Calhoun st.  
 56—IRON EMPRESS, Escanaba, Mich., 2d & 4th Wed., 2:30 p. m., I. O. O. F. hall.  
 Mrs. Viola Green, 920 Langley  
 Mrs. Alice Roland, 422 S. Charlotte st.  
 57—HAZEL, Hazelwood, Pa., 1st & 3d Wed., 2 p. m., Trust hall.  
 Mrs. T. Joyce, Alameda st.  
 Mrs. P. J. Connors, 5252 2d ave., Pittsburg, Pa.  
 59—MASCOT, Boston, Mass., 2d Thurs., Elks' hall, 24 Hayward Place.  
 Mrs. C. S. Messer, 17 Pearson ave., West Somerville, Mass.  
 Mrs. W. R. Page, Crescent ave., S Braintree, Mass.  
 60—LOS YORK, Meadville, Pa., 2d & 4th Wed., 2:30 p. m., I. O. O. F. hall, Center st.  
 Mrs. A. B. Miller, 468 North st.  
 Mrs. Wm. Rhodes, 795 Kennedy st.  
 61—CHARITY, Sioux City, Ia., 2d & 4th Fri., 2:30 p. m., I. O. O. F. hall.  
 Mrs. Wm. Martin, 2662 E. 1st st.  
 Mrs. Robt. Moore, 1119 27th st.  
 62—ATLANTIC, Fond du Lac, Wis., 1st & 3d Fri., 2:30 p. m., G. A. R. hall.  
 Mrs. C. H. Beazan, 10 Wisconsin ave., No. Fond du Lac, Wis.  
 Mrs. C. C. Hall, 183 Cherry st.  
 66—JUANITA, Bloomington Ill., 2d & 4th Thurs., 2:30 p. m., Jacoby hall, N. Main st.  
 Mrs. Geo. Partridge, 502 W. Locust st.  
 Mrs. A. A. Reich, 304 W. Graham st.  
 67—PINE CONE, Portland, Me., 1st Fri., 2 p. m., Rossini hall, S. Exchange st.  
 Mrs. B. K. Morse, 28 Beckett st.  
 Mrs. E. I. Lowe, 7 Cherry st.

68—FOOTE, Kansas City, Mo., 1st & 3d Thurs., 2 p. m., Arlington hall.  
 Mrs. E. H. Smith, 1514 Olive P.  
 Mrs. J. M. Patten, 104 Westport ave.  
 70—NONPAREIL, Clinton, Ia., 2d & 4th Wed., 2:30 p. m., K. P. hall, 2d st.  
 Mrs. T. Stoik, 616 11th ave. P.  
 Mrs. W. C. Guernsey, 706 Stockholm st.  
 73—HAND IN HAND, Boone, Ia., 1st & 3d Thurs., 2 p. m., Red Men's hall.  
 Mrs. D. J. Fellingham  
 Mrs. W. McCartney, 115 Cedar st.  
 75—TRI-CITY, Rock Island, Ill., 1st & 3d Thurs., 2:30 p. m., Engineers' hall.  
 Mrs. A. McLees, 2944 5th ave. P.  
 Mrs. C. Hibbard, 2730 7th ave. S.  
 76—ORITZ, Raton, N. M., 1st & 3d Wed., 2:30 p. m., I. O. O. F. hall.  
 Mrs. M. Burns, 644 S. 2d st. P.  
 Mrs. M. Hansbro, 728 S. 2d st.  
 77—POTOMAC, Martinsburg, W. Va., 1st & 3d Mon., 2 p. m., I. O. O. F. hall.  
 Mrs. P. Heelan, 522 W. King P.  
 Mrs. E. C. Caskey, 635 E. 2d S.  
 78—FIRST CANADIAN, Toronto, Can., 2d & 4th Thurs., 2:30 p. m., Occident hall.  
 Mrs. P. McMahon, 129 Darcy  
 Mrs. H. Purdon, 72 Gladstone ave.  
 79—GENESSEE, Rochester, N. Y., 1st & 3d Wed., 3 p. m., Damascus hall.  
 Mrs. Mary Cleary, 7 Baldwin P.  
 Mrs. Eva M. Connor, 29 Vick Park, "A."  
 80—EMPIRE, Elmira, N. Y., 2d & 4th Wed., 2:30 p. m., I. O. O. F. hall.  
 Mrs. Wm. Coe, 1005 Oak st. P.  
 Mrs. B. R. Clark, 306 South ave.  
 81—MONUMENTAL, Baltimore Md., 1st & 3d Thurs., 2:30 p. m., Wurtzburger's hall.  
 Mrs. J. McCann, 325 E. Ridgely st.  
 Mrs. L. H. Bender, 1626 N. Caroline st.  
 83—STAR OF UTAH, Ogden, Utah, 1st & 3d Thurs., 2 p. m., K. P. hall.  
 Mrs. Anna Pearson  
 Mrs. J. E. Snyder, 962 Washington ave.  
 84—ANGEL CITY, Los Angeles, Cal., 1st & 2d Sat., 8 p. m., Temple of Art.  
 Mrs. Anna Hough, 1070 W. 34th st.  
 Mrs. J. M. Patten, 1001 W. 23d st.  
 85—SUNFLOWER, Parsons, Kan., 1st & 3d Thurs., 2:30 p. m., A. O. U. W. No. 1 hall.  
 Mrs. Myrtle Clark, 2026 Belmont ave.  
 Mrs. Olive Walls, 1513 Belmont st.  
 86—COREOPSIS, Lincoln, Neb., 2d & 4th Thurs., 2:30 p. m., Bronnell hall.  
 Mrs. S. E. Miller, 1828 J st. P.  
 Mrs. C. H. Holts, R. R. 6.

67—HOUSTON, Houston, Tex., 1st & 3d Thurs., 2:30 p. m., I. O. O. F. hall.  
 Mrs. J. Harris, 2303 Fletcher...P  
 Mrs. L. P. Partin, 1501 Everett...S

68—LAKEMONT, Altoona, Pa., 1st & 3d Thurs., 2 p. m., Hep-tosoph hall, 1117 11th ave.  
 Mrs. Kate Nash, Conemaugh, Pa. ....P  
 Mrs. Mary E. Vance, 1309 11th st. ....S

69—GRANGER, Jackson, Mich., 1st & 3d Wed., 2:30 p. m., Webb blk., Jackson st.  
 Mrs. Edith Brown, 301 Orchard Place .....P  
 Mrs. Emma Birdsall, 212 N. Elm ave. ....S

71—OREGON, Portland, Ore., 2d & 4th Tues., 2:30 p. m., K. P. hall, cor. 11th & Alder sts.  
 Mrs. J. B. Howland, 424 4th st. ....P  
 Mrs. Abbie L. Crocker, 985 Front st. ....S

73—MERRIMAC, Concord, N. H., 1st Tues., 10:30 a. m., G. A. R. hall, N. Main st.  
 Mrs. G. H. Sweetland, 12 Eastman st. ....P  
 Mrs. H. B. Eaton, 24 Thompson st. ....S

74—LAKE CITY, Erie, Pa., 1st & 3d Thurs., 2:30 p. m., Engineers' hall, 1220 State st.  
 Mrs. M. Rainford, 714 Plum st. ....P  
 Mrs. Verna Hewitt, box 356, Albion, Pa. ....S

75—ARBUTUS, East Syracuse, N. Y., 2d & 4th Tues., 2:30 p. m., Masonic hall.  
 Mrs. F. Hughes, Maulins st....P  
 Mrs. B. Hilleges, Yates st....S

76—OLIVE BRANCH, McKees Rocks, Pa., 1st & 3d Thurs., 2 p. m., Fraternal hall.  
 Mrs. C. M. Shea, 113 Churchill st. ....P  
 Mrs. M. E. Collins, 110 Saginaw st., Pittsburg, Pa....S

77—AURORA, Aurora, Ill., 2d & 4th Thurs., 2:30 p. m., Charlemagne.  
 Mrs. Mary Yonker, 285 La Salle st. ....P  
 Mrs. Hattie Lindsay, 260 Spring st. ....S

78—COMO, St. Paul, Minn., 1st & 3d Thurs., 2:30 p. m., Bowl-by hall, 6th & Robert sts.  
 Mrs. J. W. Gilboy, 642 St. Peter st. ....P  
 Mrs. A. Schneider, 366 Hope...S

79—CHRYSANTHEMUM, Onawatomie, Kan., alternate Thurs., 2:30 p. m., Eagles' hall.  
 Mrs. R. D. Hooker .....P  
 Mrs. E. H. Clark, box 103....S

100—WHITE CITY, Chicago, Ill., 2d & 4th Thurs., 2 p. m., Commandery hall, Masonic Temple.  
 Mrs. J. M. Sewell, 557 W. 65th st., Sta. O. ....P  
 Mrs. J. Scott, 7326 Woodlawn...S

101—FLOUR CITY, Minneapolis, Minn., 2d & 4th Thurs., 2 p. m., A. O. U. W. hall, 15 S. 7th st.  
 Mrs. F. W. Hampton, 3343 Oakland ave. ....P  
 Mrs. Minnie S. Dalrymple, Merriam Park, Minn., 2018 Carroll st. ....S

102—MISSISSIPPI, Water Valley, Miss., 2d & 4th Wed., 3 p. m., Odd Fellows' hall.  
 Mrs. J. M. Azlin.....P  
 Mrs. Chas. Moss.....S

103—INDIANAPOLIS, Indianapolis, Ind., 1st & 3d Mon., 2 p. m., Orpheum hall.  
 Mrs. Sallie Wier, 2010 Broadway .....P  
 Mrs. Lucetta Cook, 2121 Ashland ave. ....S

104—PRIDE OF STREATOR, Kankakee, Ill., 1st & 3d Thurs., 2 p. m., I. O. O. F. hall.  
 Mrs. Lena Pearre, 262 Greenwood ave. ....P  
 Mrs. Emma Garner, 542 Indiana ave. ....S

105—JEWETT, New Orleans, La., 1st & 3d Mon., I. O. O. F. hall.  
 Mrs. R. W. Smith, 4017 Canal.P  
 Mrs. C. W. Bradley, 2760 Marengo st. ....S

106—TYGARD, Ft. Worth, Tex., 2d & 4th Wed., 2:30 p. m., I. O. O. F. hall.  
 Mrs. W. R. Bell, 304 Bdwy....P  
 Mrs. W. N. Foster, 1408 E. 1st st. ....S

107—CITY OF OAKS, Oakland, Cal., 1st, 3d & 4th Thurs., 2:30 p. m., Fraternity hall.  
 Mrs. P. Whitney, 1887 Val-daz st. ....P  
 Mrs. Bertha Evers, 1410 9th st.S

108—CARNATION, Springfield, Ill., 1st & 3d Wed., 3 p. m., I. O. O. F. hall, 4th & Monroe.  
 Mrs. E. McConnell, 517 N. 7th st. ....P  
 Mrs. Ida Murphy, 1118 N. 8th st. ....S

109—PENELOPE, Meridian, Miss., 2d & 4th Thurs., 3 p. m., K. P. hall.  
 Mrs. H. Langford, 3518 10th..P  
 Mrs. J. B. Ramsey, 1513 25th..S

110—WHITE ROSE, Savannah, Ga., 1st & 3d Thurs., 4 p. m., K. P. hall.  
 Mrs. W. O. Hicks, 203 31st..P  
 Mrs. R. L. Brake, 1918 Bernard st. ....S

111—GREEN BAY, Green Bay, Wis., 1st & 3d Tues., 3 p. m., K. P. hall.  
 Mrs. T. H. Dox, 821 Mather..P  
 Mrs. John Myers, 501 Mather st., W. Green Bay.....S

115—IMPERIAL, Utica, N. Y., 2d & 4th Wed., aft., Royal Arcanum Temple, Devereux st.  
 Mrs. S. Mercer, Frankfort, N. Y. ....P  
 Mrs. W. J. Morris, 14 Johnson Park .....S

116—YUARDA, Newton, Kan., 2d & 4th Fri., 2:30 p. m., K. P. hall.  
 Mrs. D. C. Conway, 300 E. 7th st. ....P  
 Mrs. G. W. Roach, 417 W. Broadway .....S

117—BIRMINGHAM, Birmingham, Ala., 1st & 3d Wed., 2:30 p. m., Maccabees' Temple.  
 Mrs. W. F. Shannon, 411 N. 24th st. ....P  
 Mrs. B. A. Cooper, 1517 ave. "D" .....S

121—DEWEY, Centralia, Ill., 2d & 4th Thurs., 3 p. m., I. O. O. F. hall.  
 Mrs. J. T. Murphy, 312 N. Walnut st. ....P  
 Mrs. Wm. Rupp, 416 W. Broadway .....S

122—EASTER LILY, Peoria, Ill., 1st & 3d Thurs., 110 S. Adams st.  
 Mrs. T. Brooklark, 123 Delaware ave. ....P  
 Mrs. Flora Peterson, 510 Millman st. ....S

123—VOLUNTEER, Austin, Minn., 2d & 4th Wed., 7:30 p. m., German hall.  
 Mrs. Fannie Terry, 106 W. Waler st. ....P  
 Mrs. M. E. Warfield, 116 1st st. N. ....S

125—MONETT, Monett, Mo., 2d & 4th Wed., 2:30 p. m., Masonic hall.  
 Mrs. Emma Johnson.....P  
 Mrs. T. Connerly.....S

126—WELCOME, Ft. Scott, Kan., 2d & 4th Fri., 2:30 p. m., Union hall.  
 Mrs. C. H. Danner, 514 S. Hill st. ....P  
 Mrs. Ray Williams, 16 S. Mar-grave st. ....S

127—JUSTICE, Murphysboro, Ill., 2d & 4th Fri., 2:30 p. m., I. O. O. F. hall.  
 Mrs. C. T. Smith, 1818 Walnut st. ....P  
 Mrs. R. Brenemen, 2023 Pine..S

128—GOLDEN RULE, Dodge City, Kan., 1st Thurs., 2:30 p. m., Masonic hall.  
 Mrs. Kitty Pond, box 168....P  
 Mrs. Emma Cory, box 263....S

129—GRAND VALLEY, Grand Junction, Colo., 2d & 4th Thurs., Elks' hall.  
 Mrs. Geo. Hartnett, 240 White st. ....P  
 Mrs. M. McCabe, 403 Ouray ave. ....S

131—BURNS, Creston, Ia., 2d Mon., 2:30 p. m., Potter Post hall.  
 Mrs. J. M. Burns, S. Pine st..P  
 Mrs. Sadie Lowery, 308 N. Y...S

133—DONNER, Sacramento, Cal., 1st & 3d Mon., 8 p. m., Friendship hall, I. O. O. F. Temple.  
 Mrs. Ella Weston, 1017 18th..P  
 Mrs. Mae LaForge, 1526 F st..S

135—MOUNTAIN CITY, Renovo, Pa., 2d & 4th Thurs., 2 p. m., I. O. O. F. hall.  
 Mrs. L. M. Haupt.....P  
 Mrs. Sarah E. Bressler, box 247 .....S

137—LONE STAR, Cleburne, Tex., 1st & 3d Wed., 2:30 p. m., Red Men's hall.  
 Mrs. F. G. Wood, 717 N. Robinson st. ....P  
 Mrs. J. Dougan, 601 N. Anglin st. ....S

138—QUEEN CITY, Cincinnati, O., 2d & 4th Thurs., 2 p. m., Douglas hall.  
 Mrs. M. Sullivan, 716 W. 9th.P  
 Mrs. Belle Whitcomb, 3539 St. Charles Place .....S

139—HOWARD, Milwaukee, Wis., 1st & 3d Wed., 2:30 p. m., 627 Grand ave.  
 Mrs. F. Maxon, 127 Wisconsin ave., Waukesha, Wis....P  
 Mrs. J. F. Cooper, 400 21st ave. ....S

140—NARROWS, Cumberland, Md., 2d & 4th Thurs., 2 p. m., White's hall, Virginia ave.  
 Mrs. W. S. Cross, 1008 Virginia ave. ....P  
 Mrs. J. C. Crogan, 228 Grand.S

142—NEW YEAR, Springfield, Mo., 1st & 3d Tues., 2 p. m., I. O. O. F. hall.  
Mrs. W. Smith, Summit ave. P  
Mrs. M. Austin, 774 College st. S

143—SYRACUSE, Syracuse, N. Y., 2d & 4th Wed., 2:30 p. m., Pythian hall, Bastable blk.  
Mrs. Frank Curran, 401 N. West st. ....P  
Mrs. W. G. Ryan, 1402 Madison st. ....S

144—WILLING WORKERS, Knoxville, Tenn., 1st & 3d Wed., 2 p. m., French & Roberts hall.  
Mrs. T. B. LaRue, 1113 W. 4th ave. ....P  
Mrs. T. J. Thomas, 148 Hinton st. ....S

147—MARGARET, East Las Vegas, N. M., 1st & 3d Wed., 2:30 p. m., O. R. C. hall.  
Mrs. M. R. Jones, 903 3d st. P  
Mrs. R. Pritchett, 1104 Lincoln, ave. ....S

148—MRS. J. H. MOORE, Colorado Springs, Colo., 1st & 3d Sat., 2:30 p. m., K. P. hall.  
Mrs. Hattie Harper, 1701 Colorado ave. ....P  
Mrs. Clara B. Deffenbaugh, 32 N. Chestnut st. ....S

150—SEGO LILY, Salt Lake City, Utah, 2d & 4th Thurs., 2:30 p. m., Eagles' hall.  
Mrs. V. Deacon, 351 W. 1st North st. ....P  
Mrs. Sadie Hays, 65 N. 5th W. S

152—NIPTHO, Tusculumbia, Ala., 1st & 3d Thurs., 2 p. m., Pythian hall.  
Mrs. J. B. McCrory, box 173. P  
Mrs. P. W. Norris, box 87. S

153—STELLA, Decatur, Ill., 2d & 3d Wed. 2 p. m., K. P. hall.  
Mrs. Dora Baldwin, 1343 N. Main st. ....P  
Mrs. Ina M. Bump, 429 E. Marietta st. ....S

154—NEW CENTURY, Freeport, Ill., 2d & 4th Fri., 2:30 p. m., I. O. O. F. hall.  
Mrs. H. M. Carey, 359 S. Galena ave. ....P  
Mrs. Anna Spear, 122 Winnesick st. ....S

155—SWITZERLAND, Mauch Chunk, Pa., 1st & 3d Thurs., 2:30 p. m., I. O. O. F. hall.  
Mrs. Mary Miller .....P  
Mrs. W. Batdorf, 8 Cedar st. S

157—SEELY DUNN, Evansville, Ind., 2d & 4th Thurs., 2 p. m., Dickman hall.  
Mrs. L. B. Waltz, 708 Upper 3d st. ....P  
Mrs. S. C. Ingram, 220 Cumberland ave., Howell, Ind. S

158—FIDELITY, Chillicothe, Ill., 1st & 4th Fri., 2 p. m., Daugherty's & Frederick's hall.  
Mrs. Mamie Moody .....P  
Mrs. Mary E. Anderson, R. R. 33 .....S

159—THE GOLDEN WEST, Grand Forks, N. D., 1st & 3d Thurs., 2:30 p. m. Empire hall.  
Mrs. J. M. Cooper, 312 Chestnut st. ....P  
Mrs. W. A. Hill, 210 N. 7th. S

160—HIGH ROCK, Hagerstown, Md., 2d & 4th Thurs., Hose hall, S. Potomac st.  
Mrs. S. Basore, 552 Salem ave. P  
Mrs. B. B. Bender, 140 E. Franklin st. ....S

162—WYNOMA, Haileyville, Okla., 1st & 3d Wed., 2:30 p. m., Masonic hall.  
Mrs. J. L. Herod .....P  
Mrs. E. F. Pierce, box 245. S

163—ELLA STONE, Sedalia, Mo., 1st & 3d Thurs., 2:30 p. m., K. P. hall, E. Fifth st.  
Mrs. W. M. Phelan, 412 E. 10th st. ....P  
Mrs. J. A. Hukill, 710 E. Broadway .....S

164—BINGHAMTON, Binghamton, N. Y., 2d & 4th Thurs., 2:30 p. m., Parlor City, I. O. O. F. hall, 299 Chenango.  
Mrs. T. F. Sullivan, 35 Dickinson st. ....P  
Mrs. E. Benedict, 26 Moffatt. S

165—PROSPECT POINT, Trinidad, Colo., 1st & 3d Fri., 2:30 p. m., Odd Fellows' hall.  
Mrs. J. Dye, El Moro, Col. P  
Mrs. J. W. Staley, 500 E. Main st. ....S

166—HINKLEY, RAWLINS, Wyo., 1st Tues., 2:30 p. m., K. P. hall.  
Mrs. Eva Joice .....P  
Mrs. L. H. Wright, box 169. S

167—PALM, Montgomery, Ala., Alternate Wed., 3 p. m., K. P. hall.  
Mrs. J. E. Lloyd, 820 W. Clay st. ....P  
Mrs. A. E. Moritz, 75 Amanda st. ....S

168—VICTOR, Sayre, Pa., 2d & 4th Thurs., B. R. T. hall, Talmadge blk., Elmer ave.  
Mrs. Anna Utter, Center st. P  
Mrs. M. E. Lewis, 26 Pine st., Waverly, N. Y. ....S

169—MAPLE LEAF, Hamilton, Can., 1st & 3d Wed., 2:30 p. m., A. O. U. W. hall.  
Mrs. Geo. Furgeson, 334 Aberdeen ave. ....P  
Mrs. J. E. Oldfield, 150 Catherine st. ....S

171—OKEEMA, Sapulpa, Okla., 1st & 3d Mon., 2:30 p. m., I. O. O. F. hall.  
Mrs. Mable Bassett, box 293. P  
Mrs. Bulah Percell. ....S

172—DAYLIGHT SPECIAL, Clinton, Ill., 2d & 4th Tues., 3 p. m., Red Men's hall.  
Mrs. B. Williams, E. Washington st. ....P  
Mrs. N. G. Daniels, 115 N. Elizabeth .....S

174—EDGAR E. CLARK, Macon, Ga., 1st & 3d Wed., 3 p. m., O. R. C. hall.  
Mrs. J. N. Steed, 810 Oak st. P  
Mrs. F. F. Martin, 461 2d st. S

175—STANDING ROCK, Mena, Ark., 2d & 4th Wed., 3 p. m., Tobin hall, Fifth st.  
Mrs. Hattie Wilcoxen, 327 Mena ave. ....P  
Mrs. J. C. Allen, box 278. S

177—N. D. MAHER, Bluefield, W. Va., 2d & 4th Wed., 2:30 p. m., Red Men's hall.  
Mrs. C. B. Davis, Rogers st. P  
Mrs. J. R. Johnson, 33 Rogers. S

178—FAIRVIEW, Carbondale, Pa., 2d & 4th Tues., 2:30 p. m., I. O. O. F. hall.  
Mrs. M. Peel, 108 Wyoming st. P  
Mrs. Mary C. Miller, 13 Drummond ave. ....S

179—ODY, Pitcairn, Pa., 2d & 4th Fri., 2 p. m., I. O. O. F. hall.  
Mrs. W. A. Himstead, 318 Middle ave., Wilmerding, Pa. P  
Mrs. O. Cunningham, Pitcairn, Pa. ....S

180—PASS CITY, El Paso, Tex., 1st & 3d Thurs., 2:30 p. m., K. P. hall.  
Mrs. Ida M. Whitehead, The Chrystola .....P  
Mrs. Sadie A. Castles, 909 Magoffin ave. ....S

181—OKLAHOMA, Shawnee, Okla., 2d & 4th Thurs., 2:30 p. m., I. O. O. F. hall.  
Mrs. W. H. Harrah, 124 N. Philadelphia, st. ....P  
Mrs. Bruce Hays, 615 N. Aydelotte st. ....S

182—UNITY, Shreveport, La., 2d & 4th Tues., 2:30 p. m., K. P. hall.  
Mrs. B. Carnes, 1045 Sheridan st. ....P  
Mrs. Nora Proud, R. F. D. 2. S

183—LOVENIA CLARK, Waterloo, Ia., 2d & 4th Fri., 2:30 p. m., Engineers hall.  
Mrs. Mary Van Vleck, 903 Logan ave. ....P  
Mrs. Alice Lorden, 601 Logan. S

184—PERSEVERANCE, E. St. Louis, Ill., 2d & 4th Wed., 2 p. m., Music hall.  
Mrs. W. C. Walkup, 3107 Bond ave. ....P  
Mrs. S. W. Koeller, 707 Converse ave. ....S

185—GEM OF THE MOUNTAINS, Pocatello, Idaho., 1st & 3d Thurs., 2 p. m., Masonic hall.  
Mrs. B. Woodmansee, 217 N. Hayes .....P  
Mrs. E. Hughart, box 307. S

186—IRON QUEEN, Two Harbors, Minn., 2d & 4th Thurs., 2:30 p. m., K. P. hall.  
Mrs. Beale B. Elliott, box 685. P  
Mrs. Dora Fulton, 1829 1/2 Superior st., Duluth, Minn. S

188—HARTFORD, Hartford, Conn., 2d & 4th Mon., 8 p. m., G. A. R. hall, Main st.  
Mrs. Anna Beckwith, 361 Albany ave. ....P  
Mrs. J. E. McDonough, 51 Brook st. ....S

189—TWIN CITY, Dennison, O., 2d Wed. 2:30 p. m., 4th Tues. 7:30 p. m., K. C. hall.  
Mrs. F. M. Bush, E. 3d st. P  
Mrs. A. M. Bier, box 1022. S

190—DIAMOND, Joliet, Ill., 2d & 4th Thurs., 2:30 p. m., Odd Fellows' hall.  
Mrs. Della Norris, 1605 E. Wash st. ....P  
Mrs. M. Wilber, 311 Landan ave. ....S

191—ESCHSCHOLTZIA, Kern, Cal., 2d & 4th Wed., 8 p. m., K. P. hall.  
Mrs. I. Johnson, 823 N. st. P  
Mrs. Jessie Herbert, 711 "K". S

192—LAUREL, Breckenridge, Minn., 1st & 3d Tues., 2:30 p. m., K. P. hall.  
Mrs. Estella Martin, box 265...P  
Mrs. Minnie O'Kane, 220 S. 4th st. ....S

193—WESTERN STAR, Superior, Wis., 1st & 3d Tues., 2:30 p. m., Odd Fellows' Temple.  
Mrs. E. R. Smith, 1201 16th...P  
Mrs. J. F. Parkhill, 1709 Ogden ave. ....S

194—EUREKA, Youngstown, Pa., 2d & 4th Tues., 2 p. m., Bushnell's hall.  
Mrs. M. F. Smith, 35 Lane ave.P  
Mrs. J. H. Clemens, 150 Marion ave. ....S

195—CHICKASAW, Memphis, Tenn., 1st & 3d Tues., I. O. O. F. bldg.  
Mrs. A. B. Middlebrook, 183 E. Georgia ave. ....P  
Mrs. G. A. Robinson, 1244 College st. ....S

196—ANTHRACITE, Tamaqua, Pa., 1st & 3d Thurs., 2 p. m., I. O. O. F. hall, Broad st.  
Mrs. A. Wardrop, Hazel st...P  
Mrs. S. Fitzpatrick, 120 Washington st. ....S

197—COKE REGION, Connelville, Pa., 1st & 3d Wed., 1:30 p. m., Odd Fellows' hall.  
Mrs. E. Coleman, New Haven, Pa. ....P  
Mrs. M. Leonard, 515 N. S. Pittsburg ....S

198—PHIL SHERIDAN, Sheridan, Wyo., 1st & 3d Thurs., 2:30 p. m., K. P. hall.  
Mrs. E. Crawford, 616 N. Gould ....P  
Mrs. J. Richardson, 628 N. Gould ....S

199—LA RUE, Nashville, Tenn., 1st & 3d Wed., 2 p. m., Odd Fellows' hall.  
Mrs. P. E. Overton, 711 15th ave., S. ....P  
Mrs. Jas. H. Webb, 1408 Hawkins st. ....S

200—MANHATTAN, New York City, N. Y., 2d & 4th Thurs., 2:30 p. m., Tuxedo hall, 59th & Madison ave.  
Mrs. C. Lewis, St. Annes ave..P  
Mrs. T. F. Coughlin, 748 Atlantic st., Stamford, Conn...S

201—WABASH, Moberly, Mo., 2d & 4th Tues., 2 p. m., I. O. O. F. hall.  
Mrs. J. C. Euslin, W. Coats st..P  
Mrs. L. S. Smedley, 613 Adams ave. ....S

202—ANNA F. CONLISK, Hillsboro, Tex., 1st Wed., B. R. T. hall.  
Mrs. Dora McKee, 209 Mathew.P  
Mrs. C. E. Stafford, 110 Vinyard ave. ....S

203—TINSMAN, Trenton, Mo., 1st & 3d Wed., 2:30 p. m., I. O. O. F. hall.  
Mrs. M. Keith, Spittlar st....P  
Mrs. Olga Meranda, 302 Lincoln ave. ....S

204—ROCKY MOUNTAIN, Missoula, Mont., 1st & 3d Thurs., 7:45 p. m., Firemen's hall.  
Mrs. Mary E. Christy, 301 E. R. st. ....P  
Mrs. Winifred Yeager, 303 E. R. st. ....S

205—ORANGE BLOSSOM, San Bernardino, Cal., 2d & 4th Thurs., 2 p. m., Native Sons hall.  
Mrs. Ella Johnson, 969 Chestnut st., Riverside, Cal....P  
Mrs. Julia L. Chaffin, Colton, Cal., P. O. box 475.....S

206—ST. ELMO, Salem, Ill., 1st Fri., 2:30 p. m., B. R. T. hall.  
Mrs. Lizzie Redden.....P  
Mrs. Lelia Whitney.....S

210—HOPE, Princeton, Ind., 2d & 4th Wed., 2 p. m., K. P. hall.  
Mrs. Wm. Munier, 319 W. Monroe st. ....P  
Mrs. F. Robards, 1125 S. Seminary .....S

212—SAN ANTONIO, San Antonio, Tex., 1st & 3d Fri., 3 p. m., K. P. hall.  
Mrs. C. W. Martin, 418 Burleson st. ....P  
Mrs. H. C. Gillett, 326 Sherman st. ....S

213—PARKINSON, Hornell, N. Y., alternate Thurs., 2 p. m., B. of L. E. hall.  
Mrs. L. E. Parkinson, 70 East ave. ....P  
Mrs. Electa L. Pratt, 24 Ran-son st. ....S

214—RIVERSIDE, Ashtabula, O., 2d & 4th Thurs., 2 p. m., O. R. C. hall.  
Mrs. Alice Green, Lake st....P  
Mrs. Cora York, 132 Center st.S

215—THOS. FITZGERALD, Fairmount, W. Va., 1st & 3d Thurs., Old Masonic hall.  
Mrs. W. R. Riggs, 544 Ogden...P  
Mrs. A. B. Cassidy, R.F.D. 3....S

216—SEATTLE, Seattle, Wash., 1st & 3d Fri., 2 p. m., Foresters' hall.  
Mrs. M. Heffron, 2552 11th W..P  
Mrs. N. M. Lundberg, 2322 13th ave. S.....S

217—PINE BLUFFS, Chadron, Neb., 1st & 3d Tues., 2:30 p. m., Odd Fellows' hall.  
Mrs. Hattie May White.....P  
Mrs. M. Valentine.....S

219—YOSEMITE, Fresno, Cal., 1st & 3d Wed., 2 p. m., K. C. hall.  
Mrs. E. W. Holcomb, 1528 J. st.....P  
Mrs. L. G. Sewell, 1026 N. st.S

220—EAST ROCK, New Haven, Conn., 1st & 3d Thurs., 2:30 p. m., I. O. O. F. hall.  
Mrs. J. C. McFarlane, 375 W. Grove st., Waterbury, Conn..P  
Mrs. T. Hinchy, 11 Sherman st., Westfield, Mass. ....S

221—PEERLESS PRINCESS, Wichita, Kan., 1st & 3d Wed., 2:30 p. m., Maccabee hall.  
Mrs. E. Noel, 105 S. Seneca...P  
Mrs. G. Anderson, The Northern .....S

222—SPOKANE, Spokane, Wash., 1st & 3d Fri., 2:30 p. m., Pacific hall.  
Mrs. E. Ferguson, St. Elmo Apartments, S. Brown st...P  
Mrs. G. T. Bushnell, 1301 E. Newark ave. ....S

223—TIDEWATER, Columbia, Pa., 2d & 4th Mon. eve., Bitterner's hall.  
Mrs. Mary Lebegern, 138 S. 4th st. ....P  
Mrs. Alice McManus, 465 Walnut st. ....S

224—FIRST CAROLINA, Columbia, S. C., 2d & 4th Thurs., 3:30 p. m., O. R. C. hall.  
Mrs. J. J. Beckham, 1711 Pickens st. ....P  
Mrs. F. L. Shillito, 2007 Hampton st. ....S

225—MT. KATAHDIN, Bangor, Me., 2d Sun. 2 p. m., B. R. T. hall.  
Mrs. M. McLean, 82 2d st....P  
Mrs. H. C. Farnham, 18 Cattle st. ....S

226—GOLDEN GATE, Livingston, Mont., 2d & 4th Tues., 2:30 p. m., Masonic hall.  
Mrs. Lena Reeves, 309 S. "L"...P  
Mrs. Lucy Trout, 111 N. "F"...S

227—POCAHONTAS, Richmond, Va., 1st & 3d Thurs., 3:30 p. m., Fraternity hall.  
Mrs. S. J. Brooks, 1112 Decatur st. ....P  
Mrs. L. A. Willeford, 1206 19th st. ....S

228—RHODE ISLAND, Providence, R. I., 1st & 3d Wed., 2:30 p. m., Mantern hall.  
Mrs. M. L. Hurley, 44 Elm-dale ave. ....P  
Mrs. E. W. Arnold, 733 Cran-ston st. ....S

229—HUTCHINSON, Springfield, Mass., 1st & 3d Wed., 2:30 p. m., Mechanic's hall.  
Mrs. T. F. Foley, 33 Plymouth.P  
Mrs. H. E. Lockwood, 271 Fulton st. ....S

230—BATTLE CREEK, Battle Creek, Mich., 1st & 3d Fri., 2:30 p. m., B. L. E. Club Rm.  
Mrs. J. J. Ricketts, 63 N. Union st. ....P  
Mrs. P. B. Newcomer, 398 E. Main st. ....S

231—HURLBURT, Worcester, Mass., 1st & 3d Thurs., Castle hall.  
Mrs. K. A. Clifford, 64 West-minster st. ....P  
Mrs. C. L. Flynn, Lake View, Worcester, Mass. ....S

233—BLUE HILL, Boston, Mass., 4th Wed., Odd Ladies hall, 446 Tremont st.  
Mrs. W. H. Podbury, 393 Seaver st., Dorchester, Mass..P  
Mrs. C. Clutie, 35 Clark st., Somerville, Mass. ....S

234—ROANOKE, Roanoke, Va., 1st & 3d Fri., 3 p. m., Pythian hall.  
Mrs. H. R. Karnes, 367 9th ave., W. ....P  
Mrs. Sadie Garrison, 1009 3d ave., N. W. ....S

235—PRIDE OF 447, Carnegie, Pa., 2d & 4th Thurs., 1:30 p. m., Masonic hall.  
Mrs. J. H. Grafe, 29 Bore View ave. ....P  
Mrs. J. J. Dougherty, 342 Huxley st. 20th Ward, Pitts-burg, Pa. ....S

236—CASCADE, New Castle, Pa., 1st & 3d Thurs., 2 p. m., K. P. hall.  
Mrs. Maria Fout, 212 Pitts-burg st. ....P  
Mrs. M. M. Bales, Mahoning-town, Pa. ....S

237—PRAIRIE CITY, Terre Haute, Ind., 2d & 4th Wed., 2:30 p. m., Maccabee hall.  
Mrs. C. Boyd, 1540 2d ave....P  
Mrs. C. W. Finner, 2434 Liberty ave. ....S

238—HARMONY, Lafayette, Ind., 2d & 4th Wed., 2:30 p. m., Eagle's hall.  
 Mrs. Ellen Cuppy, 117 Wiggins st., W. Lafayette, Ind...P  
 Mrs. Mary E. Stinson, 1850 Charles st. ....S

239—SELMA, Selma, Ala., 1st & 3d Wed., 2:30 p. m., I. O. O. F. hall.  
 Mrs. W. A. Cobb, N. Broad st...P  
 Mrs. W. H. Burton, 1215 W. Selma st. ....S

241—PALMETTO, Greenville, S. C., 2d & 4th Thurs.  
 Mrs. C. E. Bull.....P  
 Mrs. I. D. Boggess, 106 Pine...S

242—OMAHA, Omaha, Neb., 2d & 4th Tues., 2:30 p. m., Bar-rights Society hall.  
 Mrs. F. Carter, 1906 N. 28th st. ....P  
 Mrs. L. E. Hystrem, 1427 Emmet st. ....S

243—PADUCAH, Paducah, Ky., 2d & 4th Thurs., 2:30 p. m., Three Links hall.  
 Mrs. Eugenia Lewis, 1008 Trimble st. ....P  
 Mrs. O. Harris, 1601 Bdwy...S

244—PERU, Peru, Ind., 2d & 4th Thurs., 2:30 p. m., Engineers' hall.  
 Mrs. E. Gibson, 286 E. 5th...P  
 Mrs. Lelia T. York, 75 W. 8th st. ....S

245—FRANKLIN, Weehawken, N. J., 1st & 3d Wed., 2 p. m., Masonic Temple.  
 Mrs. E. E. Emmett, 34 Fulton...P  
 Mrs. F. A. Marshall, 238 2d st...S

246—RUBY, Chanute, Kan., 2d & 4th Fri., 2:30 p. m., A. O. U. W. hall.  
 Mrs. Ida Lee, 403 W. 3d st...P  
 Mrs. Henrietta Snyder, 416 W. 4th st. ....S

247—FERN LEAF, Jersey City, N. J., 2d & 4th Wed., p. m., Union Hall.  
 Mrs. C. S. Doty, Suffern, N. Y.P  
 Mrs. C. L. Boughner, box 526, Suffern, N. Y. ....S

248—QUEEN CITY OF THE PLAINS, Amarillo, Tex., 1st & 3d Tues., 2:30 p. m., I. O. O. F. hall.  
 Mrs. M. E. Nail, 300 N. Pierce. ....P  
 Mrs. E. L. Taylor, 403 Lincoln.S

250—HARBOR, New London, Conn., 2d & 4th Tues., 2:30 p. m., Mohegan hall.  
 Mrs. C. M. Newell, 841 Bank...P  
 Mrs. W. D. Rogers, 27 Brewer.S

251—QUEENSBOROUGH, Jamaica, Long Island, 1st & 3d Thursdays, 29 Dora ave., Jamaica, L. I.  
 Mrs. G. B. Olin, Amagansett, L. I. ....P  
 Mrs. J. H. McNamara, 106 Chichester ave. ....S

252—WILD ROSE, Enderlin, N. D., 1st & 3d Wed., 2 p. m., Masonic hall.  
 Mrs. Ida Foster.....P  
 Mrs. F. M. Barton.....S

254—AMBROISE VALLEY, Villa Grove, Ill., 1st & 3d Fri., 2:30 p. m., Woodman hall.  
 Mrs. Sallie Cochran.....P  
 Mrs. Vesta Scott.....S

255—ALEXANDRIA, Moncton, N. B., 1st Tues., 8 p. m., Orange hall.  
 Mrs. M. Cummings, 239 Lutz.P  
 Mrs. Jas. Maloney, 90 Weldon.S

257—PRIDE OF THE WABASH, Mt. Carmel, Ill., 1st & 3d Fri., 2:30 p. m., St. Jerome hall.  
 Mrs. S. Rafsnider, 812 N. 5th.P  
 Mrs. M. W. Hodges, 107 W. 2d st. ....S

259—MADGE SEWELL, Teague, Tex., 1st & 3d Wed., 2:30 p. m., O. R. C. hall.  
 Mrs. J. N. White, box 122...P  
 Mrs. W. E. Hough.....S

260—AMERICAN ROSE, Brookfield, Mo., 1st & 3d Tues., 2:30 p. m., O. R. C. hall.  
 Mrs. Louise Ewing, 518 Macon st. ....P  
 Mrs. Agnes Madden, 822 Brookfield st. ....S

261—MISSABE, Proctor, Minn., 2d & 4th Mon., 2:30 p. m., Village hall.  
 Mrs. H. St. Cyr, box 172....P  
 Mrs. L. Bartz.....S

264—MOUNTAIN LAUREL, Fitchburg, Mass., 2d & 4th Fri., 7:30 p. m., A. O. U. W. hall.  
 Mrs. L. M. Rawles, 56 Mt. Vernon st. ....P  
 Mrs. S. Pearson, 69 Pine st...S

265—CRESCENT, Hillyard, Wash., 1st & 3d Tues., 2 p. m., I. O. O. F. hall.  
 Mrs. Eliza Steadman.....P  
 Mrs. Maude N. Wellman, box 227 .....S

266—PRIDE OF 471, Pittsburg, Pa., 2d & 4th Wed., Webers hall, cor. 27th & Sarah sta.  
 Mrs. W. Q. Furick, 2114 Lar-kins ave. ....P  
 Mrs. E. L. Corbin, 2127 Sarah..S

267—ECHO MOUNTAIN, Los Angeles, Cal., 1st Sat., 2d Mon., 7:30 p. m., Roosevelt hall.  
 Mrs. J. E. Hartell, 1139 W. 9th st. ....P  
 Mrs. E. M. Jones, 2068 W. 30th st. ....S

268—AMICA, W. Bay City, Mich., 2d & 4th Wed., C. M. B. A. hall.  
 Mrs. F. Cummins, 306 N. Dean .....P  
 Mrs. J. Marshall, 108 Mar-quette ave. ....S

269—GREENBRIER, Hinton, W. Va., 2d & 4th Fri., 2:15 p. m., Big Four Bldg.  
 Mrs. A. A. Harford.....P  
 Mrs. C. J. Schweikert.....S

270—MISSION BELLS, Los Angeles, Cal., 1st & 3d Fri. afternoon, Masonic hall, Boyle Heights.  
 Mrs. Maggie Owen, 1927 New Jersey st. ....P  
 Mrs. Minnie Corson, 1954 Penn-sylvania ave. ....S

300—EL CAPITAN, San Francisco, Cal., 1st & 3d Wed., 2 p. m., Red Men's hall.  
 Mrs. M. Speakman, 206 San Jose ave. ....P  
 Mrs. F. Edwards, 820 54th st., Oakland, Cal. ....S

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### The Calf Path

One day through the primeval wood  
A calf walked home, as good calves should,  
But made a trail all bent askew,  
A crooked trail, as all calves do.  
Since then two hundred years have fled,  
And, I infer, the calf is dead;  
But still he left behind his trail,  
And thereby hangs a moral tale.  
The trail was taken up next day  
By a lone dog that passed that way,  
And then a wise bellwether sheep  
Pursued the trail o'er vale and steep  
And drew the flock behind him, too,  
As good bellwethers always do.  
And from that day, o'er iull and glade,  
Through those old woods a path was made,  
And many men wound in and out  
And dodged and turned and bent about  
And uttered words of righteous wrath  
Because 'twas such a crooked path.  
But still they followed—do not laugh—  
The first migration of that calf,  
And through the winding woodway stalked  
Because he wobbled when he walked.  
This forest path became a lane  
That bent and turned and turned again.  
This crooked lane became a road  
Where many a poor horse, with his load,  
Toiled on beneath the burning sun  
And traveled some three miles in one.  
And thus a century and a half  
They trod the footsteps of that calf.  
The years passed on in swiftne's fleet,  
The road became a village street,  
And this, before men were aware,  
A city's crowded thoroughfare;  
And soon the central street was this  
Of a renowned metropolis,  
And men two centuries and a half  
Trod in the footsteps of that calf.  
Each day a hundred thousand rout  
Followed the zigzag calf about,  
And o'er his crooked journey went  
The traffic of a continent.  
A hundred thousand men were led  
By one calf near three centuries dead.

—Exchange.

### Proverbs of Peoples

Sin beginneth pleasantly.—Bible.  
A friend is a second self.—Latin.  
Evil comes by talking of it.—Irish.  
All is good that is useful.—Italian.  
Say but little and say it well.—French.  
Actions are the raiment of the man.—Greek.  
Many grains of sand will sink a ship.—Danish.  
One may come soon enough to an ill market.—German.  
An excessive number of shepherds harms the flock.—Chinese.  
The same fire purifies gold and consumes straw.—German.

When the clerk informed the customer that the handkerchiefs were \$7.50 each, the latter remarked:

"No, siree! That's too much money to blow in!"—*Judge's Library.*

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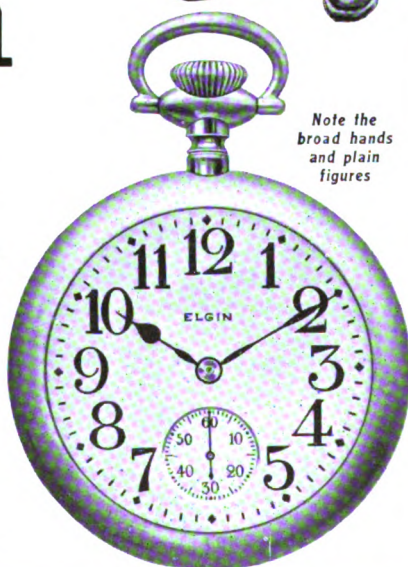
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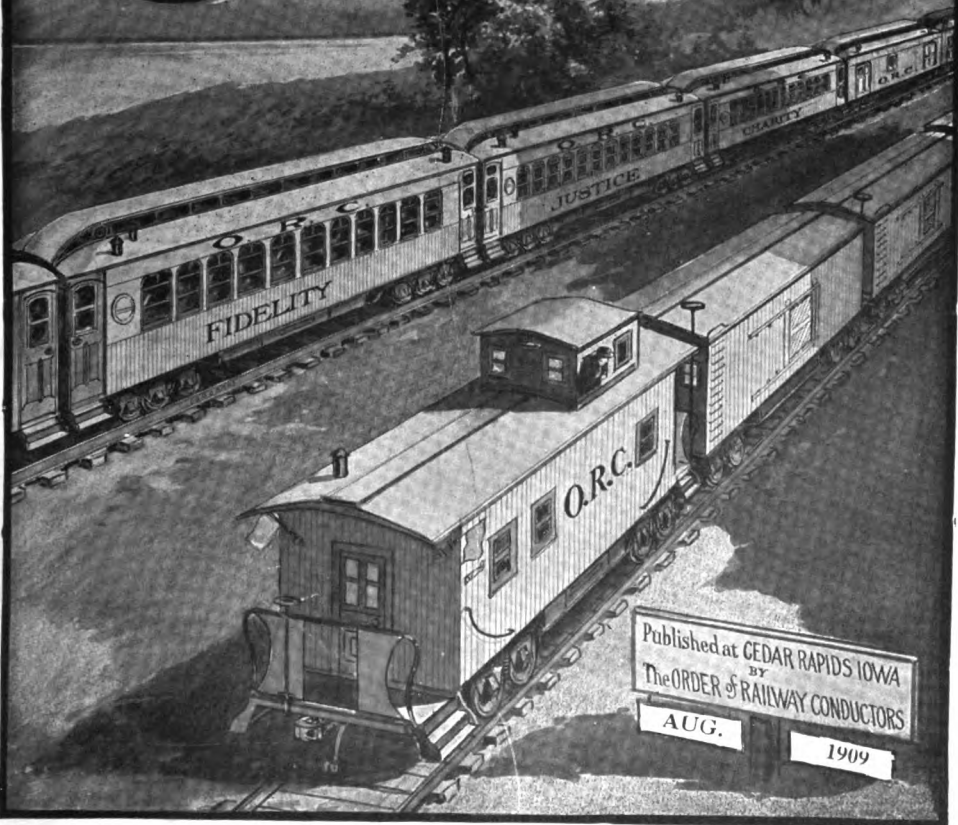
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# The Railway Conductor

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VOLUME XXVI

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NUMBER EIGHT



## Decision Under Employers' Liability Act

GRACE WATSON, Administratrix,

v.

ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY COMPANY.

In the Circuit Court of the United States for the Eastern Division of the Eastern District of Arkansas.

*Decided June —, 1909.*

(Syllabus by the court.)

### 1. POWERS OF CONGRESS UNDER COMMERCE CLAUSE.

Under the commerce clause of the Constitution, Congress has the power to regulate the relation of master and servant of carriers by rail engaged in interstate transportation, if limited to employees while engaged in interstate service.

### 2. *OBITER DICTA*.

General expressions in an opinion which are not essential to a disposition of the cause on points not presented nor argued to the court are *obiter*, and are not permitted to control the judgment of the courts in subsequent cases. But when a question is directly involved in the issues raised, was determined by the trial court, is assigned as error in the assignment of errors on appeal, argued by counsel for all parties, and distinctly decided by the appellate court a decision of such question is not *obiter dictum*, although the cause is disposed of on other grounds, and this applies specially when the question involves the power of Congress to enact the legislation.

### 3. FIFTH AMENDMENT.

The fifth amendment to the United States Constitution applies only to privileges and immunities which arise out of the natural and essential character of the National Government or are specifically granted or secured to all citizens or persons by the Constitution of the United States. Those fundamental rights which are inherent in and belong to all who live in a free government are privileges and immunities of state citizenship only, and not within the protection of the fifth amendment.

### 4. SAME.

A statute, although it indirectly works harm and loss to individuals, is not a taking of property without due process of law within the meaning of that amendment.

### 5. CLASSIFICATION OF CARRIERS.

A statute abolishing the fellow-servant rule, limiting its application to carriers by rail, is neither an arbitrary nor unreasonable classification.

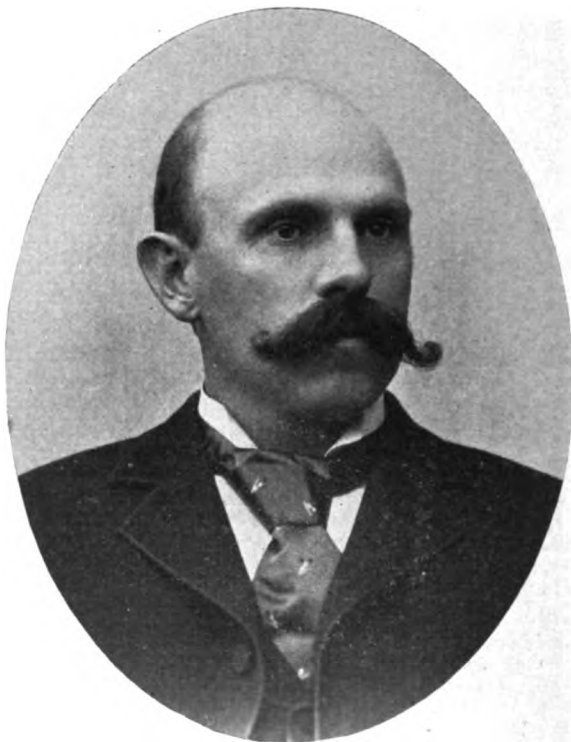
### 6. EMPLOYERS' LIABILITY ACT OF 1908.

The employers' liability act of Congress of April 22, 1908, is a valid exercise of the powers granted to Congress by the commerce clause of the Constitution, as it is confined to common carriers by rail engaged in interstate commerce and employees while thus actually engaged. The fact that the act is not limited to injuries caused by the negligence of a fellow-servant who is at the time engaged in interstate employment does not make the act or that part of it abolishing the fellow-servant rule unconstitutional.

*George W. Wickersham*, Attorney-General of the United States, and *Wade H. Ellis*, Assistant to the Attorney-General, by express leave of the court, filed a brief on the constitutionality of the act.

ON DEMURRER TO THE COMPLAINT. (STATEMENT OF FACTS.)

The plaintiff, as administratrix of the estate of her deceased husband, seeks by this action to recover damages under the act of Congress approved April 22, 1908, chapter 100, generally referred to as the "Employers' Liability Act." The material allegations of the complaint are that the defendant is a railway corporation, a common carrier engaged in commerce between the States of Arkansas and Missouri; that on June 19, 1908, plaintiff's intestate was employed as fireman on one of defendant's locomotives then engaged in interstate commerce, and that the injuries causing the death of her intestate were caused by the negligent acts of defendant's agents and servants while he was so employed. The



L. E. SHEPPARD  
Senior Vice-President

complaint then sets out very fully how the accident which caused the death of her intestate occurred, charging that it was caused by a collision with another train by reason of the negligence of the conductor and engineer of the train on which her intestate was employed as fireman, in failing to meet the other train at a siding as directed by the train dispatcher. The jurisdiction of this court is invoked solely upon the ground that the action is one arising under the laws of the United States, there being no diversity of citizenship alleged. The defendant demurred to the complaint, setting up numerous grounds, which may be summarized as follows:

1. That the complaint fails to state a cause of action.
2. That the act of Congress under which a recovery is sought is unconstitutional.

## OPINION OF THE COURT.

TRIEBER, *District Judge.*

Without setting out the complaint in full, it is sufficient to say that it states a good cause of action under the act of Congress. It alleges every fact necessary to show that the death of plaintiff's intestate resulted from the negligence and wrongful acts of the conductor and engineer in charge of the train and locomotive on which her intestate was, at the time, employed and acting as a fireman; that at the time of the accident the train on which he was employed was engaged in transportation between the States of Arkansas and Missouri; that he left surviving, a widow and two children for whose benefit this action is brought by the plaintiff as administratrix of his estate, duly appointed by a court of competent jurisdiction. This leaves only one other question to be determined. Is the act of Congress constitutional?

The constitutionality of the act is attacked upon many grounds, but some of them



W. J. MAXWELL  
Grand Secretary and Treasurer

have been so many times determined by the Supreme Court of the United States that they can no longer be considered as open questions, and for this reason will not be discussed in this opinion. That Congress has the power under the commerce clause of the Constitution to regulate the relation of master and servant to the extent that such regulations are confined solely to interstate commerce and employees while engaged in such traffic was fully determined in the *Employers' Liability cases*, 207 U. S., 463, 494; 28 S. Ct., 141; 52 L. Ed., 297, which arose under the act of June 11, 1906, 34 Stat., 232, chap. 3073. That act was held to be unconstitutional, but upon grounds other than a want of power on the part of Congress to enact it. It is true that the court, had it seen proper, might have declined to pass upon that question, but for reasons fully stated in the opinion the majority

of the court considered it its duty to determine that question, and it did so in a very carefully considered opinion, after a most exhaustive argument of eminent counsel. Six of the justices concurred in this part of the opinion. Mr. Justice Peckham, in his concurring opinion, did not dissent from that conclusion, merely stating that "He was not prepared to agree with all that is stated as to the power of Congress to legislate upon the subject of the relation between master and servant," the Chief Justice and Mr. Justice Brewer agreeing with this view. A carefully prepared opinion on an important question of law expressly decided by the trial court (see the opinions of the trial judges reported in 148 Fed., 986 and 997) properly brought before the court by the assignment of errors and the pleadings in the case, and which was fully and ably argued by counsel for all the parties, can not be considered as *obiter*, even if the action could be and in fact was de-



E. P. CURTIS  
Vice-President

terminated upon other issues. This is peculiarly applicable to cases in which grave constitutional questions only are involved. Congress having evidenced by the enactment of the statute that, in its opinion, legislation on that subject should be enacted, when the constitutionality of such an act is questioned upon a number of grounds, among which is one attacking the power of Congress to legislate upon that subject, courts, as a rule, decide that question even if the act must be held to be unconstitutional upon other grounds. If the power exists, Congress had indicated its desire to exercise it. The Supreme Court evidently presumed that if the act is invalid for some reason other than a want of power to enact it that it would be reenacted, omitting or changing those provisions which make it unconstitutional. That is what Congress did in this instance. The act of 1906 was

held to be unconstitutional by the Supreme Court in an opinion filed on January 6, 1908. The President, on January 31, 1908, in a special message to Congress, called its attention to that decision and earnestly recommended the enactment of a statute to apply only to the class of cases upon which the court had decided it can constitutionally legislate, and, Congress being in session at that time, the present act was introduced, was carefully considered by the Judiciary Committee of the House, and thereafter enacted as a law at that session, and approved by the President on April 22, 1908, only a little more than three months after the Supreme Court had declared the former act unconstitutional. The same rule was followed in *United States v. Delaware & Hudson Co.*, 213 U. S., 366. In a later case, decided at the same term at which the Employers' Liability case was determined, the decision of the court on that point was treated as a final determination that



W. M. CLARK  
Vice-President

the power existed. *Adair v. United States*, 208 U. S., 161, 178; 28 S. Ct., 277; 52 L. Ed., 436, where it was said:

In that case (the Employers' Liability cases) the court sustained the authority of Congress, under its power to regulate interstate commerce, to prescribe the rule of liability as between interstate carriers and its employees in such interstate commerce in cases of personal injuries while actually engaged in such commerce.

The rule as to what does not constitute a *dictum* is that a decision of a legal proposition within the issues of the case, presented and argued by counsel to the court, and by the court, with its reasons therefor, decided, is not *obiter*, although the court could have determined the case on other propositions but elected to settle that proposition. *Railroad*

*Companies v. Schutte*, 103 U. S. 118, 143, 26 S. Ct. 327; *Jones v. Habersham*, 107 U. S. 174, 179, 2 S. Ct. 336, 27 L. Ed. 401; *Union Pacific R. R. Co. v. Mason City & Ft. Dodge R. R. Co.*, 128 Fed. 230, 236, 64 C. C. A. 348, affirmed in 199 U. S. 160, 165, 26 S. Ct. 19, 50 L. Ed. 134.

In *Michael v. Morey*, 26 Md. 239, 261, the court held,

When the question was directly involved in the issues raised, and the mind of the court was directly drawn to and distinctly expressed upon the subject, the decision can not be said to be *obiter dictum*.

No doubt the court anticipated the objection now made, and in order to meet it, Mr. Justice White, who delivered the opinion of the court, said:



S. N. BERRY  
Vice-President

While it may be, if we indulged, for the sake of argument, in the hypothesis of limited power upon which the second proposition rests, it would result that a consideration of the first proposition would be unnecessary because the act would be found to be repugnant to the Constitution because embracing provisions beyond such assumed and restricted authority, we do not think we are at liberty to avoid deciding whether in any possible aspect the subject to which the act relates is within the power of Congress. We say this, for if it be that, from the nature of the subject, no power whatever over the same can, under any conceivable circumstances, be possessed by Congress, we ought to so declare, and not, by an attempt to conceive the inconceivable, assume the existence of some authority, thus, it may be, misleading Congress and giving rise to future contention. (207 U. S., 494.)

The official reporter of the court treated it as the decision of the court and included it in the headnotes.

It is next claimed that the decision in the Employers' Liability cases is not conclusive of the act now before the court, because the act of 1906 applied to "every common carrier" engaged in interstate traffic, while the act now under consideration applies only to "common carriers by rail." This, it is claimed, "is an illogical and arbitrary basis of classification, in violation of the fifth amendment to the Constitution." The only cases relied upon to sustain this contention are those in which the constitutionality of state statutes was attacked as being within the prohibition of the equal protection clause of the fourteenth amendment. It might be sufficient to dispose of this contention to say that the fifth amendment, which is a limitation on the powers of Congress only, does not contain the equal protection clause found in the fourteenth amendment, which applies solely to the powers of the States. *United States v. New York, N. H. & H. R. R. Co.* (C. C.), 165 Fed., 742, 745, decided by the full bench of circuit judges of the first circuit.



T. A. GREGG  
Vice-President

A constitutional provision, prohibiting the States from doing certain acts, does not by implication apply to Congress. The prohibition against a State impairing the obligations of a contract, it has been repeatedly held, does not apply to Congress. *Legal Tender cases*, 12 Wall. 457, 549, 20 L. Ed. 237; *Sinking Fund cases*, 99 U. S. 700, 718, 25 L. Ed. 504; *Mitchell v. Clark*, 110 U. S. 633, 4 S. Ct. 170, 28 L. Ed. 279.

In *United States ex rel v. The Delaware & Hudson Co.*, 213 U. S., 366, it was claimed that the commodities clause of the act of June 29, 1906, 34 St. 584, U. S. Comp. St. 1901, suppl. 1907, p. 894, usually referred to as the "Hepburn Act," was unconstitutional as violative of the due process clause of the fifth amendment because it excepted timber from the provisions of the act and that it did not apply to all carriers, but the court overruled these contentions, saying:

Deciding, as we do, that the clause, as construed, was a lawful exercise by Congress of the power to regulate commerce, we know of no constitutional limitation requiring that such a regulation when adopted should be applied to all commodities alike. It follows

that even if we gave heed to the many reasons of experience which have been suggested in argument against the exception, and the injustice and favoritism which it is asserted will be operated thereby, that part can have no weight in passing upon the question of power. *And the same reasons also dispose of the contention that the clause is void as a discrimination between carriers.*

Besides, the due process clause of the fifth amendment only applies to the privileges and immunities "which arise out of the natural and essential character of the National Government, or are specifically granted or secured to all citizens or persons by the Constitution of the United States," and not those fundamental rights which are inherent in and belong to all who live under a free government. These latter privileges are "inherent in



J. D. CONDIT  
Chairman Board of Trustees

state citizenship, and are privileges or immunities of that citizenship only." This question has been very learnedly discussed in the late case of *Twining v. New Jersey*, 211 U. S., 78, 97, where Mr. Justice Moody analytically reviews the previous decisions of the Supreme Court on that subject. See also *Addyston Pipe & Steel Co. v. United States*, 175 U. S., 211.

But, assuming that the limitations are the same, that the "due process" clause of the fifth amendment is broad enough to include the "equal protection of the laws," and that for this reason the construction placed upon that provision of the fourteenth amendment

should apply to causes involving the interpretation of the fifth amendment, still, the contention on behalf of defendant could not be sustained. In every instance in which state statutes abolishing or modifying the fellow-servant rule and limiting the act to railroads only as in the act now under consideration, have been attacked as being in violation of the "equal-protection" clause of the fourteenth amendment, the Supreme Court of the United States has overruled the contention and sustained the validity of the acts, declaring that such classification by the legislative department is permissible, and not within the prohibition of that amendment.

*Missouri Pacific Ry. Co. v. Mackey*, 127 U. S., 205, 8 S. Ct., 1161, 32 L. Ed., 107; *Minneapolis, etc., Ry. Co. v. Herrick*, 127 U. S., 210, 8 S. Ct., 1176, 32 L. Ed., 109; *Chicago, etc., R. R. Co. v. Pontius*, 157 U. S., 209, 15 S. Ct., 585; 39 L. Ed., 675; *Tullis v. Lake Erie &*



J. E. ARCHER  
Member Board of Trustees

*Western R. R. Co.*, 175 U. S., 348, 351, 20 S. Ct., 136, 44 L. Ed., 192; *St. Louis, etc., Ry. Co. v. Callahan*, 194 U. S., 628, 24 S. Ct., 857, 48 L. Ed., 1157.

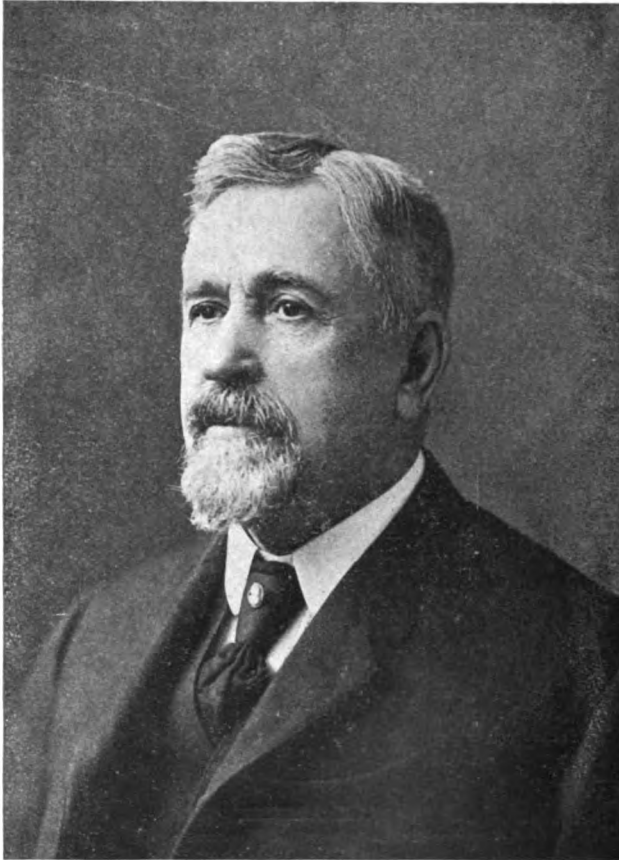
So well was the law deemed to be settled, when the last cited case came from the Supreme Court on error to the supreme court of Missouri, that the affirmance was by a memorandum opinion.

In *Minnesota Iron Co. v. Kline*, 199 U. S., 593; 26 S. Ct., 159; 50 L. Ed., 322, the court even went a step further, and held that a state statute changing the fellow-servant rule as to employees of railroads, but which excepted uncompleted roads, is not violative of the "equal protection" clause of the fourteenth amendment, despite that exception. As stated in *Bachtel v. Wilson, Sheriff*, 204 U. S., 36; 27 S. Ct., 243; 51 L. Ed., 357, "The selection,

in order to become obnoxious to the fourteenth amendment, must be arbitrary and unreasonable, not merely possible, but clearly and actually so."

It is also claimed that the act is in violation of the fifth amendment as imposing liabilities which, in effect, deprive the carriers by rail of property without due process of law. In the *Legal Tender* cases, *supra*, the same proposition was advanced. It was earnestly insisted that the act was in violation of the spirit of the fifth amendment, which forbids taking private property for public use without just compensation or due process of law. The court in overruling this contention said:

That provision has always been understood as referring only to a direct appropriation, and not to consequential injuries resulting from the exercise of lawful power. It



C. D. BAKER  
Member Board of Trustees

has never been supposed to have any bearing upon or to inhibit laws that indirectly work harm and loss to individuals. A new tariff, an embargo, a draft, or a war may inevitably bring upon individuals great loss; may indeed render valuable property valueless. They may destroy the worth of contracts. But whoever supposed that, because of this, a tariff could not be changed or a nonintercourse act or an embargo be enacted or a war be declared? (12 Wall., 551.)

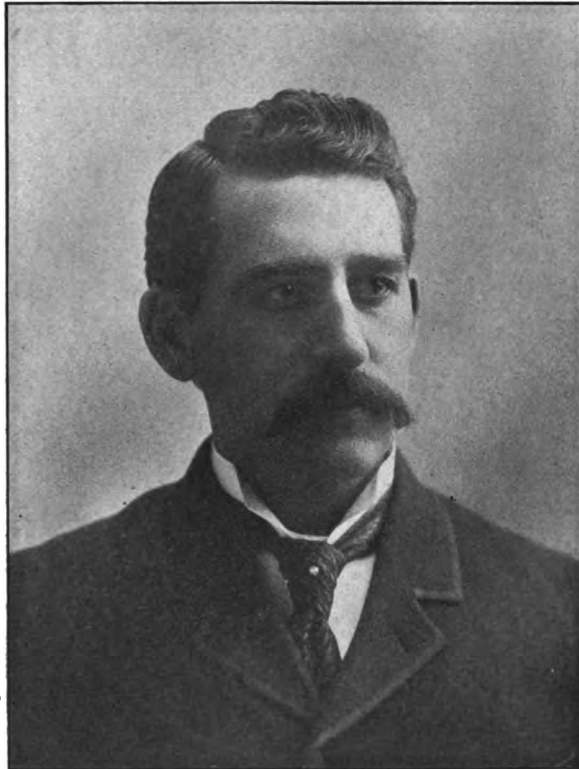
Nor does the fact that the act changes an existing rule of law in permitting the recovery of damages for injuries for which there could be no recovery at common law or

under preexisting statutes make an act of Congress void under the fifth amendment, or a state statute under the fourteenth amendment. *Wilmington Star Mining Co. v. Fulton*, 205 U. S., 60, 74, 27 S. Ct., 412, 417, 51 L. Ed., 708, where the court said:

And even although the liability imposed upon the mine owners to respond in damages for the willful failure of the mine manager and mine examiner to comply with the requirements of the statute was not in harmony with the principles of the common law applicable to the relation of master and servant, it being competent for the State to change and modify those principles in accord with its conceptions of public policy, we can not infer that the selection of mine owners as a class upon which to impose the liability in question was purely arbitrary and without reason.

Other cases in which state statutes of this nature have been held valid are hereinbefore cited.

The next question to be considered is whether the fact that the act is not limited to



W. J. DURBIN  
Chairman Insurance Committee

injuries caused by the negligence of fellow-servants who are themselves engaged at the time in intersate employment, but permits a recovery by the injured servant who at the time was engaged in interstate service, but was injured by the negligence of a fellow-servant not so engaged, makes it invalid. In the Employers' Liability cases, Mr. Justice White in delivering the majority opinion of the court, used the following language, on which great stress is laid by learned counsel for the defendant:

Thus, the liability of a common carrier is declared to be in favor of "any of its employees." As the word "any" is unqualified, it follows that liability to the servant is co-

extensive with the business done by the employers whom the statute embraces; that is, it is in favor of any of the employees of all carriers who engaged in interstate commerce. *This also is the rule as to the one who otherwise would be a fellow-servant, by whose negligence the injury or death may have been occasioned, since it is provided that the right to recover on the part of any servant will exist, although the injury for which the carrier is to be held resulted from "negligence of any of its officers, agents, or employees."* (207 U. S., 498.)

The italicized portion (which does not so appear in the opinion) is claimed to be a determination by the court that unless Congress also limited the act to injuries caused by fellow-servants who were at the time engaged in interstate commerce, or at least that part of it relating to fellow-servants, the act is void. Assuming that the language quoted might possibly justify such a construction, still, unless that particular question was presented and argued to the court and intended to be decided, it would be *obiter*. From the

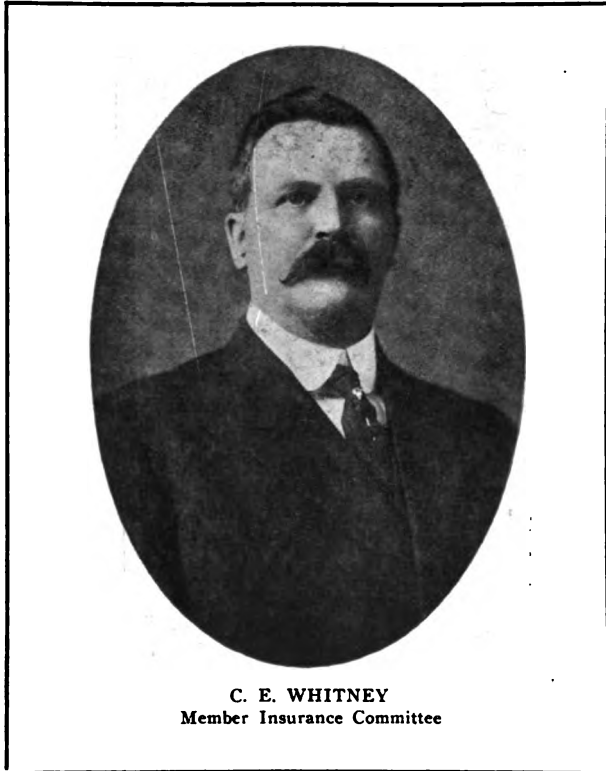


W. H. INGRAM  
Member Insurance Committee

record of the case it appears beyond question that neither was done; nor was it necessary to a decision of the case. For these reasons it is reasonable to presume that it was merely an inadvertent expression used by the learned justice who delivered the opinion of the court, as a part of his reasoning. A careful perusal of the opinion filed by the trial judges in the two cases, as well as the original briefs filed by the counsel for both sides, fails to show that this question was raised or argued by any of the counsel, or considered by any of them or the learned trial judges to be necessary for the determination of the issues involved. Therefore, it must be considered as a mere *dictum* and not a part of the decision of the court.

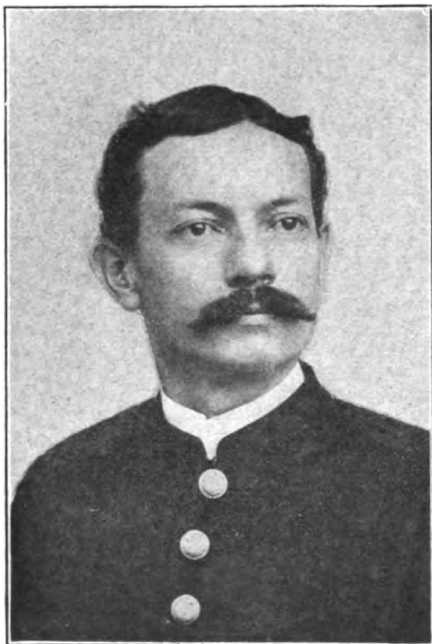
General expressions in an opinion, which are not essential to dispose of the case, are not permitted to control the judgment of the court in subsequent suits. *Cohens v. Virginia*, 6 Wheat., 264, 399, 5 L. Ed., 257; *United States v. County of Clark*, 96 U. S., 211, 24 L. Ed., 628; *Cross v. Burke*, 146 U. S., 82, 13 S. Ct., 22, 36 L. Ed., 896; *McCormick Harvesting Machine Co. v. Aultman*, 169 U. S., 606, 18 S. Ct., 443, 42, L. Ed., 875; *Bardes v. Hawarden Bank*, 178 U. S., 524, 20 S. Ct., 1000, 4 L. Ed., 1175; *Harriman v. Northern Securities Co.*, 197 U. S., 244, 291, 25 S. Ct., 493, 49 L. Ed., 739.

The object of Congress in the enactment of the law was to protect the men employed in this hazardous occupation in which thousands are annually killed or maimed without any fault of the master himself, but by the negligence of other employees, over whom the servant has no control and in whose selection he had no voice. The legislation is neither new nor revolutionary. It had been recommended by President Roose-



velt in his annual message in 1905 and again in a special message on January 31, 1908. A similar act was passed by the English Parliament as early as 1880, and among the States of the Union a large number have either abolished the fellow-servant rule entirely or modified it materially in respect to employees engaged in hazardous occupations, many of them limiting the change to railroads. Among these are Alabama, Arkansas, California, Connecticut, Colorado, Florida, Georgia, Indiana, Iowa, Kansas, Massachusetts, Minnesota, Missouri, Mississippi, Montana, Nebraska, Nevada, North Carolina, North Dakota, New York, Ohio, Oklahoma, Oregon, Pennsylvania, South Carolina, South Dakota, Texas, Wisconsin, Virginia, and Wyoming, all of which acted on that subject long before Congress. Similar statutes have also been for a long time in force in most of the continental states of Europe. To effect that purpose it is wholly immaterial what the

employment of the fellow-servant is. Public opinion, as expressed through the legislative departments of the nation, as well as many of the States, evidently considered it an injustice that persons injured, or in case of death, the surviving members of the family should become burdens on the public and objects of charity, and therefore considered it better public policy that the employer should be required to make some provision for them, charging the monies thus expended to expenses of management or cost of production, and collect it indirectly from the public. The enactment of such a statute not only results in protecting the employees of carriers by rail, but at the same time guards the public welfare by securing the safety of travelers. The latter is one of the reasons mentioned by the court in *Johnson v. Southern Pacific Co.*, 196 U. S., 1, 17; 25 S. Ct., 158; 49 L. Ed., 363, involving the safety-appliance act. As stated by Mr. Justice Moody, in his dissenting opinion in the Employers' Liability case, "Any law which promotes the safety of either



F. J. BRADFORD  
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(meaning the employee or passengers) promotes the safety of both." (207 U. S. 533.)

That provisions for the safety of the employees of a railway, if not directly at least indirectly, add to that of the passengers, can not be doubted. The knowledge of the fact that in case of an accident some provision will be made for him in case of disability, or for the family dependent upon him if death results from the injury, relieves the employee's mind to that extent of the anxiety incidental to the fear entertained by every man, and especially if he has a family dependent upon his earnings, as to what would become of them if he became helpless or is killed. This anxiety ever present to those engaged in such a hazardous occupation as that of railways propelled by the dangerous agency of steam may materially affect the safety of the passengers entrusted to them in an emergency in which cool judgment is so essential. By making this provision for him,

legislators might well have reasoned that the safety of the passengers is as much promoted as that of the employee. In fact, the elementary principles of law governing the fellow-servant rule, and the reasons therefor, show that it is wholly immaterial what the employment of the fellow-servant whose negligence caused the injury is. The liability of the master for injuries caused by the wrongs committed by his servants while acting about the business of the master and within the scope of his employment is based upon the maxim of *respondeat superior*. But when the fellow-servant rule was first established it was held that this maxim does not apply so as to make the master responsible for injuries inflicted upon his servants by the negligence of a fellow-servant. The main reason assigned for this exception is that of assumption of risk. *Priestley v. Fowler*, 3 Mees. & W. 1; *Hutchinson v. York, N. C. & B. R. Co.*, 5 Exch. 343, 19 L. J. Exch. 296, the leading English cases; and *Murray v. South Carolina R. Co.*, 1 McMullan (S. C.)



B. H. HARBIN  
Grand Outside Sentinel

385; *Farwell v. Boston & Worcester R. Co.*, 4 Met. 49, the earliest American cases on that subject; *Railroad Co. v. Fort*, 17 Wall., 553, 557; 21 L. Ed., 739; Pollock's Essay on Jurisp., pp. 127 to 133.

If Congress has the power to abolish the rule so far as it applies to master and servant when engaged in interstate commerce, then the employment of the servant whose wrong or negligence caused the injury is clearly immaterial, as the liability of the master by the repeal of that rule is imposed by the maxim of *respondeat superior*. Congress having by the enactment of this statute abolished the fellow-servant rule as to employees while engaged in interstate commerce, such servant when so engaged to serve a master who is a carrier by rail engaged in interstate transportation does not undertake, as between himself and his employer, to assume the risk of negligence upon the part of a fellow-servant.

And in order to prevent the evasion of the provisions of this act, Congress, by section 5, declares, "that any contract, rule, regulation, or device whatsoever, the purpose or intent of which shall be to enable any common carrier to exempt itself from any liability created by this act, shall, to that extent, be void."

But aside from that, courts have nothing to do with the wisdom of such legislation, as that has been wisely left by the Constitution to the law-making department. In *St. Louis, Iron Mountain & S. Ry. Co. v. Taylor*, 210 U. S., 281, 295; 28 S. Ct., 616, 52 L. Ed., 106, the court, in reply to a similar contention, said:

To this we reply: If it be the true construction, its harshness is no concern of the courts. They have no responsibility for the justice or wisdom of legislation, and no duty except to enforce the law as it is written, unless it is clearly beyond the constitutional power of the law-making body.

As the powers of Congress are limited to those granted by the Constitution, and the only provision of that instrument authorizing such legislation is the commerce clause, and that is limited to "commerce with foreign nations and among the several States and Indian tribes," it can, of course, only legislate for the safety of those employed in those branches of commerce, and not in intrastate carriage. That is all the act under consideration attempts to do; it is limited to those who are in the employment of railroads engaged in commerce between the States and while they are actually engaged in such employment. What difference does it make what the employment of the fellow-servant is, whether interstate or intrastate? The safety of the employees of an interstate train as well as of the passengers intrusted to their care, can in no wise be affected by that. Congress having the exclusive power to regulate interstate commerce, that power necessarily includes the right to regulate the relation of the master and servant operating such trains, and legislate for the safety of the employees. *Johnson v. Southern Pacific Co.*, *supra*; *Schlemmer v. Buffalo, etc. Ry. Co.*, 205 U. S., 1; 27 S. Ct., 407; 51 L. Ed., 681; the *Employers' Liability cases*, *supra*.

If the contention of defendant is sustained the effect would be that although the employee of a carrier by rail engaged in interstate transportation is injured while engaged on an interstate train, if the cause of the injury was the negligence of a fellow-servant not engaged at the time in interstate work, Congress is powerless to provide for a recovery of compensation for the injuries suffered. Therefore, if an engineer or fireman on an interstate train is injured by reason of the negligence of a switchman or other employee of a train operated on a branch line, which is used exclusively for intrastate business, the failure of Congress to except such accidents from the provisions of the statute makes it unconstitutional, as being in excess of its powers under the Constitution. The same result would follow if a telegraph operator on such a branch line fails to transmit or deliver a message from the train dispatcher directing the conductor of the interstate train to go on a siding for the purpose of letting an intrastate train pass on the main line, and by reason of such negligence there is a collision. *State v. C., M. & St. P. Ry. Co.* (Wis.) 117 N. W., 686. There is nothing in the *Employers' Liability cases* to warrant such a construction. What the court did decide in that case was that as the act under consideration included all employees of an interstate carrier, even if they (the employees) were engaged in an employment wholly disconnected from the interstate business, citing "employees of a purely local branch operated wholly within a State, employees in repair shops, construction work, accounting and clerical work, storage elevators, and warehouses, not to suggest, besides, the possibility of it being engaged in other independent enterprises;" and then held that "as the act thus includes many subjects wholly beyond the power to regulate commerce and depends for its sanction upon that authority, it results that the act is repugnant to the Constitution."

No doubt Congress, had it seen proper to do so, could have limited it to certain fellow-servants, such as are employed only in interstate service or in the same or different departments of the common employment, as has been done by some of the States. See acts of Arkansas, Indiana, Massachusetts, Mississippi, Missouri, Montana, Ohio, Oregon,

South Carolina, Texas, Utah, and Virginia. But the failure to do so can not invalidate the act.

In *Northern Securities Co. v. United States*, 193 U. S., 197, 331; 24 S. Ct., 436; 48 L. Ed., 679, the contention was that the defendant was not a railroad company, that it was a corporation created by one of the States and its corporate powers limited to buying, selling, and holding stock, bonds, and other securities, and for that reason Congress had no power to regulate it. But the court held that under the power to regulate commerce among the several States, Congress had the authority to enact the statute, and that it applied to the Securities Company. Another case in which one of the issues was very much like that now under consideration is *Loewe v. Lawlor*, 208 U. S., 274, 301; 28 S. Ct., 301; 52 L. Ed., 488. It was there claimed that the Sherman Antitrust Act of July 2, 1890, ch. 647, 26 Stat., 209, U. S. Comp. St., 1901, p. 3200, was not applicable, or if applicable, not within the power of Congress to enact it, because the defendants were not themselves engaged in interstate commerce, although the plaintiffs were, but the contention was by the court overruled. The same conclusion was reached in *In re Debs*, 64 Fed., 724, 745, 755, affirmed in 158 U. S., 564; 15 S. Ct., 900; 39 L. Ed., 1092.

Other statutes of similar nature have been repeatedly enacted by Congress, and when questioned sustained. The act of July 3, 1866, 14 Stat., 81, digested as sections 5353, 5354, 5355, Revised Statutes, makes it a criminal offense to transport or ship by a carrier engaged in interstate transportation dangerous explosives, regardless of the fact whether the shipment is interstate or intrastate, provided the carrier is at the time engaged in interstate transportation. The gravamen of the offense is to transport or cause to be transported any of the prohibited articles on any vessel or vehicle employed in interstate traffic. It was the passengers and employees on such vehicles or vessels whom Congress sought to protect, and under the commerce clause had the right to protect. The danger to them was as great if the explosion occurred from an intrastate shipment as an interstate. The constitutional limitation was fully met by confining the provisions of the act to vehicles employed at the time in interstate traffic. The constitutionality of this act seems never to have been questioned. In fact, the only reported case construing this act which the court has been able to find is *United States v. Saul* (Dist. Ct., West. Dist. N. C.), 58 Fed., 763.

In the act of Congress of December 21, 1898, ch. 28, 30 Stat. 755, 763; U. S. Comp. St., 1901, p. 3081, "An act to amend the law relating to American seamen, for the protection of such seamen, and to promote commerce," the language used applied to all seamen, regardless of whether the vessel on which they were employed was engaged in interstate or intrastate commerce. In *Patterson v. Bark Eudora*, 190 U. S., 169, 179; 23 S. Ct. 821; 47 L. Ed., 1002, the constitutionality of this act was attacked upon the ground now raised, and also that it applied to foreign vessels. While the court declined to determine what its decision might be in a case relating to contracts of sailors for services to be performed wholly within the State, as that question was not before the court, it sustained the constitutionality of the act in an action in which the vessel was engaged in interstate commerce, and whether the vessel is foreign or not. The argument of counsel for the Government cited with approval by the court, might well be applied here:

Moreover, as 90 per cent of all commerce in our ports is conducted in foreign vessels, it must be obvious that their exemption from these shipping laws will go far to embarrass domestic vessels in obtaining their quota of seamen. To the average sailor it is a consideration while in port to have his wages in part prepaid; and if, in a large port like New York, 90 per cent of the vessels are permitted to prepay such seamen as ship upon them, and the other 10 per cent, being American vessels, can not thus prepay, it will be exceedingly difficult for American vessels to obtain crews. This practical consideration, presumably, appealed to Congress and fully justified the provisions herein contained. (190 U. S., 179.)

It is well known that while there may be some few railroads engaged wholly in intrastate traffic, there is practically none engaged in interstate transportation which is not also engaged in intrastate carriage of freight or passengers. To limit the liability of the

railroad to its employees on a train employed in interstate traffic for injuries caused by fellow-servants engaged in like employment would, in many instances, make the act valueless and of no benefit to the employee. In the language above quoted, "This practical consideration, presumably, appealed to Congress and fully justified the provisions herein contained."

The Safety Appliance Acts (act Mar. 2, 1893, ch. 196, 27 St., p. 531, amended by act April 1, 1896, 29 St., 85, U. S. Comp. St., 1901, p. 3175, amended by act Mar. 2, 1903, ch. 976, 32 St., 943, U. S. Comp. St. Suppl. 1907, p. 885) make it unlawful to haul any car in interstate transportation not equipped with certain appliances deemed necessary for the safety of employees. When these statutes first came before the courts for construction, it was contended that they could only apply to carriers whose lines traverse more than one State, otherwise they would be in excess of the powers possessed by Congress. Some of the trial courts sustained this contention, but upon appeal it has been, practically uniformly, held that they apply to all railroads, although operating entirely within a single State, independently of all other carriers, if any interstate freight is carried on any car of the train. The test of the application of the act is held to be the transportation of any articles of interstate commerce, and as thus construed the act has been enforced as a constitutional exercise of the powers vested in Congress. *United States v. Colorado & N. W. R. Co.*, 157 Fed., 321, 85 C. C. A., 27; *United States v. Colorado & N. W. R. Co.*, 157 Fed., 342, 85 C. C. A., 48; *United States v. Atchison, etc., Ry. Co.*, 163 Fed., 517, — C. C. A., —; *Chicago, etc., Ry. Co. v. United States*, 165 Fed., 423, — C. C. A., —; *United States v. Southern Pacific Co.*, 168 Fed., 1, — C. C. A., —; *Union Stock Yards Co. v. United States*, — Fed., —, — C. C. A., —; *Belt Ry. Co. of Chicago v. United States*, 168 Fed., 542, — C. C. A., —.

The constitutionality of the bankruptcy acts of Congress has at different times been questioned upon similar grounds, but they have been uniformly sustained. *Sturges v. Crowninshield*, 4 Wheat., 122, 4 L. Ed., 529; *Nelson v. Carland*, 1 How., 265, 11 L. Ed., 126; *Hanover National Bank v. Moyses*, 186 U. S., 181, 22 S. Ct., 857, 46 L. Ed., 1113.

In *The Daniel Ball*, 10 Wall., 557, 566, 19 L. Ed., 999, it was claimed that the provisions of the act of Congress of July 7, 1838, amended by act of August 30, 1852, making it unlawful for any steam vessel to transport merchandise or passengers upon the navigable waters of the United States without a license, did not apply to a steamer engaged as a common carrier between places in the same State, although a portion of the merchandise transported by her is destined to places in other States, she not running in connection with or in continuation of any line of steamers or other vessels, or any railway line leading to or from another State. But the court overruled this contention and held that the act applied to such cases and that it was not an infringement on the rights of the States. Mr. Justice Field, who delivered the opinion of the court, said on that subject:

And we answer, further, that we are unable to draw any clear and distinct line between the authority of Congress to regulate an agency employed in commerce between the States, when that agency extends through two or more States, and when it is confined in its action entirely within the limits of a single State. If its authority does not extend to an agency in such commerce, when that agency is confined within the limits of a State, its entire authority over interstate commerce may be defeated.

While that case was one arising on the navigable waters of the United States, it is now well settled that the power of Congress under the commerce clause is as complete upon the land. *In re Debs*, 158 U. S., 564, 15 S. Ct., 900, 39 L. Ed., 1092; *United States v. Colorado & N. W. R. Co.*, *supra*.

It may be proper to state that this same objection was made by Messrs. Littlefield and Bannon of the House Judiciary Committee in their minority report on this bill, but failed to receive the approval of either House of Congress.

The only reported case involving this act which the court has been able to find is *Fulgham v. Midland Valley R. Co.*, 167 Fed., 660, decided by Judge Rogers of the western district of this State; but the constitutionality of the act, it seems, was not questioned, and not determined by the learned judge.

In view of the conclusions reached it is unnecessary to determine whether that question can be raised by defendant in this case, as the complaint shows on its face that the accident was caused by reason of the negligence of the conductor and locomotive engineer of the train on which plaintiff's intestate was the fireman, and which train, it is alleged, was at the time engaged in interstate transportation. Cases on that point which may be consulted are *Supervisors v. Stanley*, 105 U. S., 305, 311, 26 L. Ed., 1044; *In re Garnett and others*, 141 U. S., 1, 12, 35 L. Ed., 631; *Clark v. Kansas City*, 176 U. S. 114, 118, 20 S. Ct., 284, 44 L. Ed., 392; *Patterson v. Bark Eudora*, *supra*; *Missouri v. Dockery*, 191 U. S., 170, 24 S. Ct., 53, 48 L. Ed., 133; Cooley on Const. Lim., p. 250 (7th ed.).

In the opinion of the court the act in controversy is a valid exercise of the powers granted to Congress by the Constitution, and the demurrer must be overruled.

## Address by the Honorable Elihu Root

Delivered at the Banquet of the Peace Society of the City of New York, February 26, 1909

It seems to me that the Peace Society in asking me to dine with them has gathered here all the evidences, all the proofs, has made the demonstration of what it is worth to preserve peace; the faces of the dear old friends of a life-time, the children of many a friend who has passed away during my absence from New York, all this that I see about me, is what makes it worth while that peace shall be preserved—the charm and grace of life, the joy of living, the virtues, the beauty, the nobility, preserved, defended and continued by this modern civilization which substitutes peace for war. We have passed in the development of modern society far from those old days when men fought for the mere joy of fighting. Except here and there an individual and here and there a half-savage community, no one now makes war for the love of war.

So long as selfishness and greed and the willingness and the brutality to do injustice continue in this world, we must have the *policeman*; and the international policeman whose presence makes the use of his club unnecessary, is the army and the navy.

But the work of peace-loving men and women, the work of all those who love home, who desire that mankind shall be enlarged in intelligence and in moral vision, of all those who desire to see science and art and the graces of life and sweet charity and the love of mankind for one another continue and grow among men, their work is to aid, not by great demonstration, but by that quiet, that resistless influence, which

among great bodies of men makes up the tendency of mankind, and in the long process of the years moves men from savagery and brutality to peace and brotherhood. It rests with the army and the navy to make aggression and injustice unprofitable and unattractive. It rests with you and with me to exercise the powers that God has already placed in our hands. It rests with every man in the exercise of his duties, political and social, to move the conceptions of an honorable life away from the old ideas of savagery towards the new ideas of civilization of humanity, that in their progress gradually approach the supreme idea of Christianity.

Peace can never be except as it is founded upon justice. And it rests with us in our own country to see to it that the idea of justice prevails, and prevails against the declamation of the demagog, against the interested exhortation of the politician, against the hot temper of the thoughtless and of the inconsiderate. If we would have peace, it is not enough to cry "Peace! Peace!" It is essential that we should promote and insist upon the willingness of our country to do justice to all countries of the earth. In the exercise of those duties in which the ambassadors of Great Britain, of Brazil and of Japan have played so great a part in the last few years in Washington, the great obstacles to the doing of things which make for peace have been not the wish of the diplomatist, not the policy of the government, but the inconsiderate and

thoughtless unwillingness of the great body of the people of the respective countries to stand behind the man who was willing for the sake of peace and justice, to make fair concessions.

There is a peculiar situation created when a diplomatic question arises between two countries. It is the duty of the diplomatic representatives to argue each the cause of his own country; he cannot turn his back upon an opponent in that friendly contest and state to his countrymen the weakness of his own position and the strength of the other side's position, and it is one of the great difficulties of peace-making and peace-keeping that the orators, the politicians, the stump speakers, aye, often the clergymen of each country, press and insist upon the extreme view of their own country, and impress upon the minds of the great masses of people who have not studied the question, the idea that all right is upon one side and all wrong upon the other side.

If you would help to make and keep peace, stand behind the men who are in the responsible positions of government, ready to recognize the fact that there is some right on the other side.

War comes today as the result of one of three causes: either actual or threatened wrong by one country to another, or as the result of a suspicion by one country that another intends to do it wrong, and upon that suspicion, instinct leads the country that suspects the attack, to attack first; or, from bitterness of feeling, dependent in no degree whatever upon substantial questions of difference, and that bitterness of feeling leads to the suspicion, and the suspicion in the minds of those who suspect and who entertain the bitter feeling, is justification for war. It is their justification to themselves. The least of these three causes of war is actual injustice. There are today acts of injustice being perpetrated by one country upon another, there are several situations in the world today, where gross injustice is being done. I will not mention them, because it would do more harm than it would good, but they are few in number. By far the greatest cause of war is that suspicion of injustice, threatened and intended, which comes from exasperated feeling. Now, feeling, the feeling which makes one nation

willing to go to war with another, makes real causes of difference of no consequence. If the people of two countries want to fight, they will find an excuse—a pretext—find what seems to them sufficient cause, in anything. Questions which can be disposed of without the slightest difficulty between countries really friendly, are insoluble between countries really unfriendly. And the feeling between the peoples of different countries is the product of the acts and the words of the peoples of the countries themselves, not of their government. Insult, contemptuous treatment, bad manners, arrogant and provincial assertion of superiority are the chief causes of war today.

And in this country of ours, we are far from free from being guilty of all those great causes of war. The gentlemen who introduced into the legislature of California, Montana and Nevada, the legislation regarding the treatment of the Japanese in those states, doubtless had no conception of the fact that they were offering to that great nation of gentlemen, of soldiers, of scholars and scientists, of statesmen, a nation worthy of challenging and receiving the respect, the honor and the homage of mankind, an insult that would bring on private war in any private relation in our own country. Thank Heaven, the wiser heads and the sounder hearts, instructed and enlightened upon the true nature of the proceedings, prevailed and overcame the inconsiderate and thoughtless.

There are no two men in this room tonight who can not bring on private war between themselves by an insult without any cause or reason, and it is so with the nations, for national pride, national sensitiveness, sense of national honor, are more keenly alive to insult than can be the case with any individual. But a few days ago, a member of the House of Representatives charged upon the Chief Magistrate of the little Republic of Panama a fraudulent conspiracy with regard to a contract under negotiation by the government of that country regarding the forests of Panama. All Panama was instantly alive with just indignation. This insult was felt all the more keenly because we, with our ninety millions and our great navy and army, presented an overwhelming and irresistible

force with a little Republic whose sovereignty we are bound, trebly bound, in honor to maintain and respect.

These are the things that make for war and if you would make for peace, you will frown upon them, condemn them, ostracize and punish by all social penalties, the men who are guilty of them until it is understood and felt that an insult to a friendly foreign power is a disgrace to the insulter, upon a level with the crimes that we denounce and for which the law inflicts disgraceful punishment.

Two-thirds of the suspicion, the dislike, the distrust with which our country was regarded by the people of South America, was the result of the arrogant and contemptuous bearing of Americans, of people of the United States, for those gentle, polite, sensitive, imaginative, delightful people. Mr. Choate has alluded to my visit there, to the generous, magnanimous hospitality that they have inherited from their ancestors of Spain and Portugal, open wide the gateways of their land and their hearts to a message of courtesy and kindly consideration. No questions existed before to be settled, no serious questions have been settled, but the difference between the feeling, the attitude, of the people of Latin America and our Republic today from what it was four years ago, is the result of the conspicuous substitution of the treatment that one gentleman owes to another, for the treatment that one blackguard pays to another.

Now this is the subject for you to deal with. The government cannot reach it. Laws cannot control it; public opinion, public sentiment must deal with it, and when the public opinion has risen to that height all over the world, that the peoples of every country treat the peoples of every other country with that human kindness that binds home communities together, you will see an end of war—and not until then.

But it becomes less and less necessary to preach peace. We have not reached ideal perfection yet, far from it, but the way to judge of conditions in this world is not by comparing them with the standard of ideal perfection; it is by comparing the conditions today with the conditions of the past and noting, not what we can do today (if we note that alone, we must be discouraged; if we note that alone, we must be convinced of the desperate selfishness, the injustice, the cruelty of mankind), but if we compare the conditions of today with the conditions of yesterday and the last decade and the last generation, and the last century and centuries before, no one can fail to see that in all those qualities of the human heart which make the difference between cruel and brutal war, and kindly peace, the civilized world is steadily and surely advancing day by day. No one can fail to see that the continuous and unswerving tendency of human development is towards peace and the love of mankind.

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## B. & M. R. Co-operative Pension System

BY C. E. GRAVES.

The history of man is shown in his works. From the days of the cave and cliff dwellers, the days of the stone hatchets and bronze tools, the days of primitive methods, we have come to a day when the race is enlightened as never before, with improvements a constant tendency. A reaching forth for better things.

We are told that in the beginning of the race individualism ruled. Every man's hand was for himself and against all others. Out of individualism developed the first forms

of social organization, stimulated by the discovery that in union was strength. In short, man could better provide for himself and family by joining with his neighbor than by opposing them. Through individualism, primitive society, and organized competition, we have reached twentieth century conditions. Co-operation is a natural outgrowth of conditions long developing.

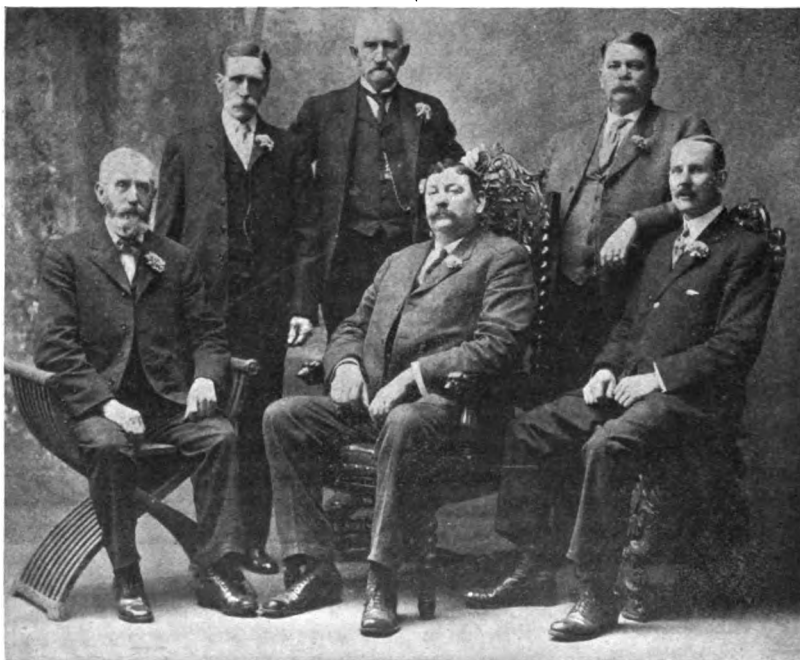
New England has always been at the forefront in pioneer achievements, her faith

is as strong as her rock-bound coast. The spirit of the Pilgrim fathers is ever with us.

The old adage, "corporations have no souls," is certainly put to rout when applied to the Boston & Maine R. R., after a thoughtful reading of the co-operative pension system which has been drafted after careful research and due consideration on the part of the legal staff of the B. & M., assisted by the insurance actuary in comptroller's department, and the pension committee, assisted by able counsel. Faith has

The bill safeguards the interests of both the company and its employees. The bill passed both houses of the legislature with merit and commendation. The bill treats of the matter in a general way so as to allow for an arrangement of details which would be mutually acceptable to all parties concerned.

On Monday, May 23, 1909, Governor Draper of Massachusetts, signed the B. & M. Pension Act. It passed the legislature without opposition, and now becomes a law



**BOSTON & MAINE PENSION COMMITTEE**

Seated, left to right—C. E. Bedell, Sec. and Treas.; H. H. Wilson, Chairman; H. T. Drew, Vice-Chairman  
Standing, left to right—C. D. Pierce, E. H. Bowditch, C. K. Mitchell

been the watchword and they have builded better than they knew. The scheme had to be worked out from first principles, owing to the fact that no plan of this kind concerning a railroad and its employees was in existence in the United States.

After many and repeated draftings of the bill, and conferences of all concerned, the originators feel that they have prepared a document which contains practically all of the essential features to be desired.

with the approval of the state's chief executive. It is a model and when in operation will be watched by many other corporations, who no doubt will adopt a similar plan.

In securing the passage of the bill, the B. & M. management and the employees have worked together in perfect accord, and the result is pleasing to all.

The Boston & Maine Pension Act is the first instance of a great corporation making

a provision for a pension in which the employes have acquired a legal right to their pensions. Some railroads provide a pension over which they themselves have absolute control. This pension system originates with the employes of the B. & M. railroad, and while they were able to secure the co-operation of the railroad, the act is the employes' act. This pension system will be a pioneer in a great movement for co-operative pensions, because this system will be co-operative in every respect.

The adoption of the system depends upon the consent of the employes as well as of the railroad. The rules for retirement and the granting of pensions are co-operative, the men having equal representation on the board of trustees, which makes the rules with the railroad itself. The management of the funds is in the same way co-operative, and finally, and most important, the contributions to those funds are made in equal parts by the railroad and its employes, with the additional guarantee on the part of the railroad that no pension shall be less than \$200 a year.

It is believed that the 27,000 employes of

the B. & M. R. R. will be heartily and unanimously in favor of the measure, which is a precedence. It is surely a pioneer movement along co-operative lines and the employes of the B. & M. can point with pride to a pension system formed and formulated by the brightest and keenest of minds. The employes are very fortunate in having such a liberal management to co-operate with, as it bespeaks confidence and sincerity for all concerned.

This important measure was drawn under the supervision of eminent counsel—Louis B. Brandeis representing the interests of the employes, General Solicitor E. J. Rich, Mr. Mathew Hale and Mr. Bradlee, expert actuary, representing the B. & M., together with the sanction of President Tuttle.

In the near future it is desired to call a meeting of representatives from each railroad organization, as well as a representative from each unorganized department, so that they may be in a position to work intelligently upon this important matter.

Governor Draper presented the pen which he signed the pension bill with to Henry H. Wilson, Chairman Pension Committee.

## Church and Labor Mass Meeting

### Denver Auditorium Crowded by Workingmen and Churchmen

The Auditorium at Denver was crowded on Sunday afternoon, May 23, upon the occasion of the annual labor mass meeting under the direction of the Presbyterian Department of Church and Labor. It was undoubtedly the greatest labor meeting ever held in Denver. The audience was composed of the trades unionists and their families, with hundreds of delegates who were attending the annual convention of the national Presbyterian Church.

The Denver Trades and Labor Assembly had appointed a strong committee with Max Morris, vice-president of the American Federation of Labor, as chairman, to visit the local bodies in order to secure their interest. Seventy-five of the locals appointed vice-presidents who were seated upon the platform. The local Musicians' Union vol-

unteered a band of forty pieces under Satriano, the famous bandmaster of Denver, who rendered selections which were cheered by the immense audience. Gov. John F. Shafroth presided, and the principal address was given by the Rev. Charles Stelzle, superintendent of the Department of Church and Labor. Mr. Stelzle spoke on "A Square Deal," and said in part, as follows:

"The most important thing about the labor question is to give the other fellow a square deal. The average workingman is too close to the labor question to understand it; but what is true of the average workingman, is probably just as true of the average employer. Thousands of men are being deluded by the vain hope that if they can abolish the labor union they will have solved the labor question. These men for-

get that the labor union is not the labor question. If every labor union in existence were to be abolished today, the labor question would still be present.

"The trades union is a symptom. It is the effect and not the cause of the industrial evolution through which we are passing. It has been accused of numerous indiscretions and there have been occasions when some employers have been justified in relentlessly fighting unreasonable demands; but the trades union must pass through its period of hysteria, just as has been the case in practically every great reform movement, including the church, for one need not go very far back in the history of the church to find duplicated everything that we deplore in organized labor today, even down to the boycotting and the slugging. However else the church and labor may disagree, we can at least sympathize with each other in the mistakes that we have both made.

"The trades union has a moral and ethical value which is rarely appreciated. It is the greatest force in the United States for Americanizing the immigrant. It demands equal pay to men and women for equal work. It supplies a liberal education in its meeting halls and through the labor press. It opposes child labor. It struggles for better sanitary conditions. It is an influence for more temperate living. It invites membership regardless of race, creed or color, and it is fighting for universal peace. While recognizing the mistakes that the trades union has made, let's give it credit for the good that it has accomplished.

"At a recent sociological conference, somebody declared that during the past twenty-five years the church had increased three-fold, but that during the same period, social unrest had also increased three-fold. The speaker concluded that the church, as a means of keeping down social unrest, had been non-effective. As though it were the business of the church to keep down social unrest! Rather is the opposite true. It is the business of the church to create social unrest. There are no labor troubles in darkest Africa, but if the missionaries that the church is sending there are on to their jobs, you will soon hear of demands for better social conditions among the workers.

They will soon come to see the possibilities for them in a Christian civilization. This has been the history of the church in practically every generation. However dark the age, the church has always been the whitest light in history, and when reform came to the church, it came from within and not from without. The church has made mistakes, and it is falling short of its duty in the world today; but just as I would insist upon a square deal for the trades union, so I would insist upon a square deal for the church.

"The church must preach a social message. It must not fail to demand that the American workingman should get his share of our common production. For while it is true that the American workingman is the best paid workingman in all the world, compared to what he produces, he is the poorest paid workingman in the world.

"The church must also make a fight for the masses of the people living in our great cities. The filthy slum, the unsanitary factory, the dark tenement, the long hours of toil, the lack of a living wage, the back-breaking labor, the inability to pay necessary doctor's bills in times of sickness, the poor and insufficient food, the lack of leisure, the swift approach of old age, the dismal future, these weigh down the hearts and the lives of the multitudes in our great cities. Many have almost forgotten how to smile; to laugh is a lost art. The look of care has come so often and for so long a period of time that it is now forever stamped upon their faces. Their ethical souls are all but lost. No hell in the future can be worse to them than the hell in which they now are. They fear death less than they fear sleep. Some, indeed, long for the summons, daring not to take their lives. To such, what does it matter whether the doors of the church are closed or open? What attraction has the flowery sermon or the polished oration? What meaning have the Fatherhood of God and the brotherhood of man? Where is God? they ask; and what cares man, they say.

"It is in meeting the needs of these that the church must be aggressive. It must tell the truth about the people, as well as those who are oppressing them. For this is what Jesus did. It must tell the truth even

though it is crucified, as its Master was. It was because Jesus went to his death for your sake and mine, that His power is growing today, as it has never grown before. Infidels may scoff at the arguments of Christian scholars, but the life of Christ has stunned them from the first century down to the twentieth. He is today the King of the civilized world. He is the Court of last appeal. Workingmen are saying that if Jesus were on earth today, He would fight the battles of the laboring man, and they

are right. He fought them when He was upon earth. The progress made by working people throughout every generation has been due to the influence of Jesus in all ages. He has been their Champion and their Friend.

"Is it not a cowardly thing to ask Him to fight the battle alone? Dare you, as workmen, take your place beside Him, telling Him that you will follow whither He leads? It is only fair that you should do so. What I have asked for workmen and for the church, I now ask for Jesus—a square deal."

## Give the Unemployed a Chance

Speech of George A. Post, President Standard Coupler Co., President Railway Business Association, before the General Assembly of Illinois, Sitting in Joint Committee of the whole, Springfield, April 28, 1909, on Proposed Measures Affecting Railroads.

As business men and large employers of labor we are suitors for your attention at this moment. We have come to you to appeal for your consideration of our necessities. We have suffered tremendously during the past eighteen months, because of the inability of railroads to buy the commodities that we are organized and equipped to produce. Our industries are but slowly recovering from prostration, and they stand in need of most careful nursing to restore their normal health. Those who are engaged in manufacturing material and equipment for railroads have not enjoyed the re-employment which has come to some other lines of business.

Those to whom railroads must look for funds wherewith to carry on plans for construction, for the purchase of rolling stock and other betterments, are slow to open their purses for railroad investment. After such a deluge of legislative enactments as have, in the recent past, flooded the statute books of many states, they view with apprehension the torrent of bills in the legislatures, and while they wait for the flood to subside, our industries languish, and our men are without work.

The industrial and commercial interests in behalf of which we speak are the largest in the country. The industries, from raw material to finished product, having railroads for their sole or largest customer, employed before the depression 1,500,000 men.

In addition to the 1,500,000 men employed in these industries, there were in 1907 another 1,500,000 employed by railroads themselves. This comes to about 3,000,000 men, a large percentage of whom have lost the whole or a part of their wages during the period of dreadful disaster that has so long affected railroads and their allied interests.

Of this great army, no other state has so many as Illinois. The reason is of course that the position of the state as a center and grand junction of the principal trunk lines, east, south and west, has concentrated the cognate activities here.

Within the borders of Illinois are produced such material as coal and coke, iron and steel, brass, lumber, white lead and oils, and so on, which find their way in vast quantities into the finished product used by railroads. Illinois produces steel rails, frogs, crossings, switches and signals, wheels, steel and malleable specialties, shapes for bridges, locomotives, and cars from the plainest freight to the most palatial passenger coaches. Not only do your people make these completed products, but a great variety of the parts which go into them.

In addition to all the commodities which the railroad must have for its own direct use, Illinois manufactures the machinery for making most of them.

It would be impossible to enumerate the kinds of goods made in Illinois which are consumed in great quantities by railroads.

In Chicago alone there are some fifty or sixty great factories; in Illinois, outside of Chicago, about seventy or eighty more. In downtown offices in Chicago may be found many thousand clerks, accountants, salesmen, administrative officers, draughtsmen, engineers.

Of the men in these industries, probably numbering upward of 200,000, we assume from our own information and from recent figures published by President Gompers of the American Federation of Labor, that fully half are out of work altogether at the present time, while thousands more are on part time and declare they cannot live on present earnings.

Such is the grand division of the army of industry which contributes a mighty share to make Illinois the imperial commonwealth that she is, and whose mouthpiece for the instant I have the honor to be. We come to you asking no favors for ourselves, nor do we come to complain of any other interest, or seek to harm anyone that we may have advantage. We are not caparisoned for conflict; our mission is one of peace and good will.

The Railway Business Association has no connection with railroads, other than as purveyors of wares essential to their operation. We are business men, formed into an association, not to do the bidding of railroads, but because we have found that our business has been paralyzed by conditions having their base largely in public hostility to them. We seek by every honorable means within our power to bring about a better understanding between the public and the railroads. We want to aid in establishing a profitable and permanent peace, and to put an end to contentions whose fierce fires cause widespread devastation and array brother against brother in strident strife.

Because we want railroads to prosper, and frankly say so, our utterances should not be attainted.

The very great interest engaged in supplying the railroads, perhaps because it did not appreciate its own strength and perhaps, also, because it feared to be criticised or misunderstood if it spoke on behalf of its customer, the railroad, has not, until recently, sought to make contributions to the

public discussions of those questions. That attitude has now been abandoned. Assured of their strength, convinced that no other motive can reasonably be imputed in face of the palpable one of desiring to put idle men back to work, the railroad supply manufacturers and dealers have determined to use what influence they possess to substitute calm deliberation for angry invective, conference for agitation, to the end that public action may be inspired by a desire to foster railroads, not to injure them.

It is our hope, and has been part of our plan of work, to bring home to every employe in all our establishments the fact that to attack the railroad is to attack him. The relation between the apprehensive investor and the unemployed workingman has not been sufficiently clear to the workingman. We have, however, abundant and convincing evidence that he is coming to understand the necessity to him of railroad prosperity and to desire that whoever represents him as a legislator, while properly pledged to favor the regulation of the public service corporations in the public interest, should give careful consideration and investigation to proposed restrictions.

While our interest in their enjoyment of full and ample purchasing power may seem to savor of selfishness rather than public spirit, and may give rise to suspicion that we are not able to view dispassionately the merits of hostile attacks upon them, or legislative proposals affecting them, yet, as a matter of fact, we are so vitally and immediately affected in our financial interests by any conduct on their part that arouses the wrath of the public, that we are super-sensitive as to their faults and deplore any failure on their part to woo and win popular approval.

It is not the purpose of the Railway Business Association to cry aloud that railroads should be "let alone" by the federal and state authorities. They must be regulated. The interests of the public inexorably demand it, and, indeed, the very well-being of the railroads themselves requires it.

Story, the great jurist, uttered a profound truth when he said: "That which the law protects, it has the right to regulate." The public has asserted its right to regulate railroads; and there will be no

backward step. The only question that is debatable now, or ever will be in the future upon that score, will be what attempts at regulation are unwise and what are wise. Upon such questions there will naturally be differences of opinion. Sometimes so-called regulation will be simply an attempt at retaliation by angered persons or interests; sometimes it will represent purely theoretical ideas, sought to be enacted into law, at the instance of those who dream dreams, but who know naught of railroad problems; sometimes personal political ambition will animate candidates to pledge themselves to enforce expenditures by railroads, on the theory that giving away what isn't theirs, looks generous and doesn't cost them anything; sometimes, yes, many times, for the correction of faults, for the better protection of the public, or for their convenience, the stern mandate of the law will, of necessity and of right, be resorted to.

As the arbiter in the State of Illinois of all such demands for legislative action, whether they are for the public weal, for private vengeance, or are the fanciful product of theoretical reformers, stands this Legislature. It must decide. A grave responsibility rests upon it. I am not one of those who make a jest of legislative bodies. They are the constitutionally created medium through which public sentiment is recorded in the shape of statutes. Some legislators are wiser than others, some have higher ideals than others, but, in the sum, they have woven a fabric of government that has been for the general welfare of the people.

The mission that brings this delegation of manufacturers to wait upon you today is not one of cajolery or bullying. Rather would we help you by a calm resumé of a situation that finds us in distress. We do not say or believe that our lack of business, or the suffering of our men through lack of employment, is chargeable to you for sins of omission or commission. But we do believe that the slow pace at which our business is returning to normal is due in large part to the fact that those charged with financing and carrying out projects for the construction and improvement of railroads, fear that future enactments will be

drastic and hesitate to embark upon enterprises until they can know what conditions of operation they must face. General business conditions have been depressed, and hundreds of miles of idle freight cars have been stored on sidings for many months. This cessation of disbursement for improvements and this shortage of business have rendered profitless many large establishments, and workmen in startling numbers have been without their daily wage.

Happily, there is evidence of a recession of the tide of public hysteria. Those who have long been disconsolate feel the stirring of hope within them that better times will soon be here. Through suffering has come wisdom. Sick of turmoil, the business world now yearns for repose. In these hours of business revival, when the commercial skies are just beginning to clear, giving promise of fair weather, we want no thundering from the guns of wrath, no fusillade of the musketry of agitation, which may cause the clouds again to gather and precipitate another downpour of ruin.

In a very large number of states the legislatures this year have appreciated the unhappy plight in which business still continues, and have shown a disposition to postpone further experimental legislation until industry could recuperate. For Illinois, a star of the first magnitude in the galaxy of states, in the light of whose policies her sister states find guidance, to proclaim anew, by abstention at this juncture from additional restrictive enactments, her traditional attitude of conservatism, and of solicitude for industry and commerce, which so urgently need a period of rest from fresh perplexities, will be a herald of promise, and a clarion note of inspiration to countless thousands who are now in despair.

There are pending before this body a large number of bills affecting the operations of the railroads within the state of Illinois. I shall not enumerate them, nor shall I discuss or analyze their provisions. We do not care to enter into detailed objections to particular measures now before you. We do not assert with regard to any of them that it is essentially bad and ought never to be enacted; but, whatever these bills are, you will do more for the improvement of transportation facilities, more

for the shippers of Illinois, more for the thousands of idle men now walking the streets, if you shall subject each one of them to this crucial test:

Is it certain, beyond a reasonable doubt, that the enactment of this bill, at this time, will not tend to delay still further the re-employment of men now idle?

Subjected to this test, I believe your only possible deduction will be that every one of them can wait without harm to the people. In the existing situation, the one safe rule to adopt regarding legislation is: When in doubt, do nothing.

This is no time for experiments. An army of workmen want work. If by any possibility the passage of a batch of bills for this, that or another purpose may cause the man with money to refuse to make investment, because he thinks it of doubtful safety, then, in Heaven's name, let us halt. What is of any importance just now, comparable with the restoration of confidence in the minds of men who can give men jobs? Imbue them with confidence, and furnace fires will be lighted, whistles will blow calling workmen from idleness to remunerative labor, tradesmen will have customers, and the industrial world will be aglow with joy

Workingmen made merry by the clinking of coin in their jeans will not miss a few bills from the legislative record. They would rather have food than statutes. A stuffed law file has no such charm for them as a full dinner pail.

In closing, I should like to impress upon your minds indelibly that the Railway Business Association is just as eager for fair play by the railroads as *to* them. We cannot hope for jug-handled moderation or conciliation. We do not ask it; we do not want it.

Within the breast of every manufacturer who is here present there are embedded twin hopes as to the results that shall come from the efforts of the Railway Business Association. They are: One, that every man who holds in his hands the sceptre of law-making, law-construing or law-enforcing power over our railroads, may in his every act be attuned to moderation and guided by a serene desire to show wisdom in the exercise of power. The other, that every railroad official shall have as his paramount desire and untiring purpose to conduct our railroads so wisely, fairly and courteously that the ardor of legislators shall hereafter find its greatest delight in enactments for their encouragement and expansion.

## California a Gold Mine for Asiatics

BY A. E. YOELL, SECRETARY, ASIATIC EXCLUSION LEAGUE

Senator Perkins, a few years ago, while addressing the United States Senate upon Chinese Exclusion, submitted statistics showing that the Chinese had, in thirty years, sent or carried to China \$800,000,000. A prediction made in 1906 indicated that in a like period the money taken or sent out of the United States by the Japanese would exceed that sent out by the Chinese.

That this prediction is in a fair way of realization may be seen from the figures submitted, based upon the number of Japanese in California, as per census reports of 1890 and 1900, and from a "Statistical Pamphlet" published by the Asiatic Exclusion League.

In 1890 there were 1,147 Japanese in

California; in 1900 there were 10,151, the rate of increase being 900 per cent. Estimating that each Japanese saves and transmits to his home fifty cents per day—and this estimate is possibly far too small—the amount for the decade ending in 1900 would exceed \$12,000,000. The increase of the Japanese population in California, 1900-1908, approximates 55,000, an increase of nearly 8,000 a year. Figured on the fifty cent basis, the total amount, including that of the past decade, would approximate \$75,000,000 from California alone, and in the short period of eighteen years. If we should include in this statement all the Japanese on the mainland of the United States and in Hawaii—estimated at 200,000—the

total amount would exceed \$250,000,000. Beside the savings and remittances of those engaged in agricultural and domestic occupations, we have an army of merchants and manufacturers, whose profits, derived from business transactions with Americans, run as high as thirty to thirty-five per cent on the capital invested, and whose remittances to Japan are made through the numerous Japanese banks and mercantile institutions.

Is it any wonder that the Japanese government encourages the migration of its

people? If we closed our doors to her as she is doing in Manchuria and Korea, or burdened her trade with rebates and differentials, where would her gold supply come from? Had the enormous amount of gold of which California has been drained by Asiatics been received by white men and women, it would have passed through the natural channels of trade and remained in the state for permanent investment, and our progress, instead of being remarkable, would be little short of marvelous.

## A University Course in Labor Problems

BY CLYDE DUFFY, UNIVERSITY OF NORTH DAKOTA, GRAND FORKS.

The course on labor problems at the University of North Dakota is a semester course in charge of James C. Boyle, Ph. D., head of the department of economics. The aim of the course is to study "labor organizations, their history, principles, methods and tendencies." The work is comprised of lectures, library work, case-book, and reports on the "labor" and "capital" press.

Lectures are given twice a week. They have two purposes. One is to give a general survey of the field, to trace the history of the labor problem, to show its growth, and the development of labor unions. The second purpose is to treat in detail certain phases of the problem which are not taken up in the case-book, such as the Lemieux Act of Canada.

The student is required to do four hours of library work per week. This work consists of reading and taking notes on such parts of standard books as bear on the phases discussed in the lectures. These notes are presented to the instructor bi-monthly. The works that are chiefly used are: Addams' "Newer Ideals of Peace," Mitchell's "Organized Labor," Hunter's "Poverty," Riis' "How the Other Half Lives." All these are sympathetic toward the laborer and the union. There are several hundred other reference books extending from those of Karl Marx and Jack London to those of Andrew Carnegie.

The case-book used is Commons' "Trade Unionism and Labor Problems." The idea

is to teach economics as law is taught—by concrete cases illustrative of some important phase of the problem. Here are a few chapter heads: "Trade Agreements," J. R. Commons; "The Incorporation of Trade Unions," Symposium, "Decision in Labor Disputes," "Hours of Labor." These articles are from the leading economic journals and are by recognized authorities. They furnish the facts from which the student can draw his own conclusions.

While probably not the most important, but surely the most unique part, and the part which will receive the most attention in this paper is the study of the "labor" and "capital" press. The aim of this work is to present first-hand information on the principles, demands and policies of the employers and employees; to study and compare the various papers and magazines; and to learn their stand on various problems of the day, such as temperance and socialism.

The study is like this: Each student reports once a week before the class on one or more labor papers. The report is given in accordance with a general scheme prepared by Dr. Boyle, and takes up the size, price and publisher of the paper; the mechanical makeup; the kind of advertising and the editorial makeup; a review of the leading articles; and a criticism of the paper as to its tone, the character of its discussions, and its attitude toward important issues, such as socialism and temperance.

The character of the labor press ranges from high-class magazines to mere ranting

socialistic sheets. The railroad magazines, especially *THE RAILWAY CONDUCTOR*, *The Engineers' Journal* and the *Firemen's and Enginemen's Journal*, are undoubtedly the leading labor publications. While they contain certain articles of a technical nature of especial interest to the unionists, they also contain articles of general interest, many of which rank with those of our best magazines. Such publications must have a most excellent influence. They educate their readers along the lines of their work and also along the more general lines of citizenship. Nearly all railroad employees are employed under trade agreements and their success is shown by the attitude of those magazines toward the roads. Unlike many publications which denounce the employers, these magazines make common cause with the employers in demanding fair treatment.

The American Federationist is another high-grade magazine. It is the official organ of the A. F. of L. The *Coast Seamen's Journal* and the *Weekly Bulletin of the Clothing Trades*, are also good papers.

The *Brauer Zeitung* and the *Miners' Magazine* are two of the leading socialistic labor papers. The latter is the representative of the Western Federation of Miners. It has probably the most sarcastic, vituperous and villifying vocabulary of any newspaper published.

The leading "capital" papers are *The American Industries* and *The Square Deal*. The former is the organ of the National Association of Manufacturers and the latter is the personal representative of C. W. Post. While these papers devote some space to industrial topics, they are almost entirely devoted to attacking the unions. They are opposed to every attempt to secure better conditions of labor or increase of wages. They are the lingering echoes of the time when unionists were regarded as conspirators. Every year sees the number of sympathizers with this policy growing smaller, and unless these papers change their policies, they will probably follow the *Open Shop*, which was compelled to cease publication in March.

The *Civic Federation Review* represents the best thought of the employers, employes, and the public. Its especial province at

present is to promote the trade agreement.

Many of the labor publications, especially *The United Mine Workers' Magazine* and *The Granite Cutters' Journal* devote a great deal of space to correspondence. While almost every subject is discussed, socialism attracts by far the most attention. In every paper it has its friends and its enemies. While some of these letters have very sound arguments they all contain heated personal attacks. While the A. F. of L. does not countenance socialism, nor in fact any political party, yet those letters show that socialism is one of the greatest questions which labor must meet, and the actions of some of the labor organizations such as the resolutions of the Alabama Federation favoring either a labor party or else the pledging of party candidates to the labor platform would seem to indicate that labor unions are tending toward a labor party. If such a party is formed it will undoubtedly tend toward socialism.

Another topic of general interest is temperance. Labor papers are almost universally opposed to prohibition. In the first place they oppose it because it would throw the brewery workers out of employment, and secondly they believe it interferes with personal rights. Practically every paper carries liquor advertisements and editorially denounces what they term "fanatical prohibitionists." This does not mean that the unions stand for drunkenness, for many expel members for this cause; but it does mean they believe the reasonable use of liquor permissible. The *Typographical Journal* fights alcoholism, however.

The "labor" and "capital" press presents to us the current issues of the labor world. At present the all-pervading topic is the issuance of the injunction and the sentencing of Gompers, Mitchell and Morrison to prison. This issue has stirred the working men as they have seldom before been stirred. The spectacle of men respected by all who know them, men who sit at the table with the president of the nation, men who act as the representatives of 2,500,000 of our working men—the spectacle of such men sentenced to prison has called forth the most bitter tirades against the bench. These papers believe that those men were standing on the constitutional guaranty of free-

dom of speech and press, and that the attack upon them is an attack upon American liberty.

The "capital" press, on the other hand, hold Judge Wright up as a hero of righteousness and courage. They endorse his denunciation of these men as criminals and traitors. They denounce the boycott as un-American and they uphold the injunction and the courts as the bulwark of freedom.

Other issues which receive attention are: The growth of unionism, limitation of output, closed shop, shorter hours and the union label.

All the papers from time to time publish articles on unionism in general. They present the reasons for the unions' existence and show what they have accomplished. Almost every real improvement, whether child or women labor laws, shorter hours, better wages, better sanitary conditions, factory inspection, or in the realm of better politics, as primary elections, the recall, and the initiative and referendum are claimed by the unions. Undoubtedly they claim too much, but it is equally sure that they have done much for the improvement of labor conditions, both by agreements and by legislation.

While the "capital" press accuses the unions of limiting the output no such policy is advocated by any labor paper.

The open or closed shop is one of the important issues. Here the "capital" press give full vent to their eloquence. They denounce the closed shop as a despotic interference of the union. They claim that it deprives the employer of the control of his business and the non-unionists of a chance to earn a living. They picture in fearful colors the dangers of the unions obtaining the power of life and death over the laborers and appeal to the spirit of '76 to stay the awful calamity.

The labor press answers that the unions do not use the methods of a trust; that they are inclusive, not exclusive; that they seek to better the conditions of all workers; and that the closed shop is necessary, else in hard times the competition of the non-unionist would destroy the work of the union.

Many of the capitalists are undoubtedly sincere. Men like N. O. Nelson, who are willing to treat their men fairly, cannot brook union interference. They want to be

beneficent despots, but they forget that the laborers cannot trust to despots because many are not beneficent and for these there must be trade agreements backed by a strong union. And to allow a union to decay in time of peace would render it deficient in time of war.

Most of the labor papers are satisfied with the eight-hour day, and this is now their goal, but the fact that some are already advocating a six-hour day is worthy of note.

All the papers advocate the purchase of union label goods, but some papers do not live up to their own doctrine. The San Antonio Weekly Dispatch and others carry advertisements for the Douglas Shoe Co. which is on the unfair list. This practice has been most vigorously denounced by the better class of papers.

The description of the course, will, I think, show that it is eminently fair. The lectures are sympathetic toward labor unions but they do not condone the faults of evil leaders or violent methods. They recognize the labor problem as something deeper than labor unions, as a problem resulting from the wage and factory systems, and they recognize the trade agreement as one method of solving the problem—as a better method than governmental interference which can be the only alternative.

Mr. Commons is quoted as an authority by both "capital" and "labor." He also is sympathetic toward unions. He shows the methods that have brought success and also those which have brought defeat.

In the press we get the latest thought on both sides. Here we learn from the recognized leaders, the purposes and ideals for which they stand. Here the student gets a panorama view of the thoughts that are stirring the laborers and goals toward which they are moving. Here he learns the forces that are preparing to meet the unions in conflict and by looking over the past as presented in lectures and text can have some basis of judging the outcome.

It is common for the union to regard the universities as hostile, as dominated by capitalism, but here his fears have no just grounds and I feel safe in saying that every laborer who could take such a course as here described would make a better unionist and a better citizen.

# Fraternal Chit-Chat

BY CAPT. GEO. W. BARBER, SR.

The woman who sees a man cruelly beating a horse and does not stop him or summon a policeman to stop him does not deserve the right to vote. For no one who fails to exercise the powers he has to their full extent deserves more.

Women—except in a few states—are not yet allowed to vote, and by voting help make the laws of this country. I believe, with all my heart, that they ought to be, but, facts are facts and they are not. But every woman in the United States, as well as every man, has the right to help administer the laws. And isn't it as desirable to govern as to make the laws by which governing is done? The laws are merely the machine, while the administrator is the "dea ex machina." And wouldn't you rather be a goddess, and what's more, than a machine maker any time? And every woman in the land can be that kind of a goddess, and she ought to be. There are probably five times as many infractions of the average law that go unpunished as those that are punished. But if every woman would make it her business to bring all the infractions of the law that she sees to the attention of the authorities, the proportion might come much nearer what it ought to be. Did you ever sit opposite a man on the street car and see him furtively spit tobacco juice on the floor? Doubtless you have and have shuddered with disgust, knowing that what you saw

meant absolute danger. But did you ever report that man to the conductor? Probably not. And yet in almost any city in the United States there is a law against spitting in the street cars, and in many cities against spitting on the sidewalks. You all believe in that law, don't you? Then why don't you help administer it? About a year ago a brutal murder was committed one night, not far from where I live. The next morning, before the fact had been published in the newspapers, a woman on a farm some miles away heard two men among her farm hands talking about the murder. If that woman had been interested in administering the law she would have reported the fact, and those men might have been arrested then, instead of a year later, as they actually were. The responsibility of their being at large all that time rested on her shoulders. Of course, there are many laws that the average woman cannot help administer, but there are plenty that she can. In Boston there is a woman's club whose express purpose is to study the laws and help administer them. If every city in the land would have such a woman's club it would be a better land. And if all women did their duty and lived up to their privileges in this way, perhaps in the course of a decade or so they might get their rights. Who knows?

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## How Will Panama Canal Affect American Railroad Traffic

BY GEORGE WELCH WEBER IN "THE RAILWAY RECORD."

Confident predictions are made by those who know best that the Panama canal will be ready for opening in 1915. Few persons outside of those who have managerial charge of the railroads which will be directly affected by the canal have given much attention to its influence on railways. Those who have studied the question thoroughly say that the canal will bring into existence a coastwise trading system along the entire

seaboard of the United States from Maine on the Atlantic, to Washington on the Pacific. A service of this sort would consist of steamers and small sailing vessels, carrying goods from, say, New York to San Francisco, and stopping at many intermediate points to load and discharge freight. At San Francisco the vessels would take on a return cargo, stopping at different ports on the way back to pick up or

unload additional consignments. The rate for carrying freight by water in vessels of this sort, from New York to San Francisco, according to the estimates of those who have closely studied the matter, will be about one-fifth of the rate now charged by the railroads for carrying the same goods across the continent. And, it is not likely that railroads will find it practicable to so reduce their rates as to effectively compete with the ocean-going vessels. The effect of this would be to take from the trans-continental railroads a good deal of traffic which they now enjoy and give it to the ships. But, the traffic diverted from the railroads in this manner will be, for the most part, only that which is heavy, cheap and slow. It will not embrace goods that require quick transit, either from the fact that they are perishable or because they have to be placed on the market quickly.

#### DRAWING TRAFFIC FROM THE INTERIOR.

In its working out, the coastwise water transportation system will have the effect of drawing from the interior, say, for several hundred miles those classes of commodities which can be transported by water more cheaply than by rail. The exact distance inland which this tendency will operate cannot be definitely stated. Indeed it will be different as to each article. Furthermore while an industrial product, manufactured within a few hundred miles of the Atlantic seaboard,\* may perhaps, find it cheaper to ship by way of rail to the Atlantic and by water to San Francisco, than it would to ship by all rail to San Francisco across the continent, the same shipper would not find it profitable to ship his goods to the Atlantic and thence by water to New Orleans, or Galveston, but would find it more economical to ship by all rail. In other words, the water portion of the shipment has got to be sufficiently long to overcome the expense of shipping to the seaboard and of rehandling the traffic there. This operation of the economic law against the water traffic, would be much more pronounced if the articles in question were, also, required to be shipped by rail inland from the port of destination.

#### ISOLATING THE INTERIOR.

Probably, as time passes and all the economic forces get into operation there

will be a considerable trend of commerce toward the sea all along our seacoast, on both oceans and the gulf. As suggested this will probably extend inland several hundred miles. A rough delimitation of it might show it to be the territory lying east of the Alleghenies and west of the Rocky mountains. Senator Teller of Colorado, when opposing the Panama canal, said that this tendency would have the effect of partially isolating the interior. President Ripley of the Santa Fe, if *The Railway Record* is correctly informed, also, pointed out that the tendency which the canal will produce will be towards the conditions described by Senator Teller. Perhaps, under such circumstances there would be a rivalry between industrial centers and the distributing system: industrial centers such as Chicago, St. Louis and Kansas City, located in the center of the producing regions, points at which raw materials could be assembled, and living conditions obtained much more cheaply than on the coast, would be able to manufacture and ship by rail in competition with those industrial centers lying along the seaboard. In other words, the advantages of location—proximity to raw materials—enjoyed by the interior cities, gives them an advantage over coast cities which have to assemble their raw materials and foodstuffs by rail. This advantage presumably will be greater than the difference between water and rail rates in shipping goods to their final destination—destinations in the interior of the country.

#### RAIL HAUL WILL BE SHORTENED.

Another aspect of the effect of the Panama canal is that the average rail haul would be considerably shortened. This would be due to the fact, as already indicated in this article, that the longer hauls will seek the water route, especially for heavy, cheap and slow freight. The loss of much freight of this character would not be seriously felt in net profit balances by railroads. In fact, it is a problem as to how far a railroad can go in hauling additional freight on the theory that, having the plant and equipment it does not cost much more to haul it than to not haul it. Mr. Hill says that railroads have got to extend their lines and amplify their facilities enormously in the near future in order

to carry all the freight that is offered. Thus, the proposition narrows down to this: the railroads will have to increase their facilities for the purpose of carrying freight, much of which is now taken on the theory that having the plant it does not cost much more to haul it than to not haul it. Thus, the elimination of the cheaper freight would obviate the necessity of extensive improvements which, in their last analysis, would be for the purpose of hauling those classes of freight which are of doubtful profitability.

#### EFFECT OF PROPOSED DEEP WATERWAY.

Interwoven with the problem of the Panama canal is the proposition to construct a deep waterway from the Lakes to the Gulf of Mexico. Would such a waterway affect railroads adversely or otherwise? Its effect on industrial and transportation conditions would be somewhat after this manner: instead of all the commerce of the country endeavoring to get to the seaboard for the purpose of securing low water transportation rates, the industrial centers of the Mississippi Valley and Lake region would be greatly accelerated in their developments. The flow of transportation would be toward these interior centers, especially that commerce from those portions of the country between the Rocky mountains and the Alleghenies. And, from these centers, the distribution of the manufactured products would radiate outward to all sections of the country, including the coast and for export trade. The waterway would be chiefly useful for bringing raw materials to the industrial centers and for the distribution of the heavy freight. Only to a limited extent would it be useful for interior distribution for, considering its slowness, the charges however low, would not operate effectively, if for example, in ship-

ping a consignment of freight, it were floated down waterways to Memphis, and there had to be reloaded for railroad transportation to interior points. Possibly, after many years there would be a development of industries, and concentration of population along the waterways. But no one now living need be greatly concerned about such changes.

#### ECONOMIC CONDITIONS WILL CHANGE SLOWLY.

Those who favor the Lakes-to-Gulf waterway argue that it will be of advantage to the railroad because it will increase population, industrialism and the export trade. For example it will, they declare, make possible the construction of the largest ocean-going ships in lake ship yards where, they say, ships can be built cheaper than anywhere else in the world. At this time ships built on the American sea coast cost more than ships built in the yards of other countries.

The opening of the Panama canal will have an immediate effect on railroads and on American economic conditions generally. But, great changes will be slow in coming and an abrupt change will not be perceivable at any time. At the time of the invention of the incandescent electric light bulbs, it was predicted that illuminating gas would quickly pass into disuse. There were those who confidently asserted that every gas manufacturing plant in the country would become bankrupt. But at no time since the perfection of the electric illuminating processes has the consumption of gas indicated any tendency to diminish.

In the same way there will be a gradual readjustment to new conditions. With a Lakes-to-Gulf waterway in prospect of nearing realization, changes will be fewer, slower and of less magnitude.

## Mother, Home and Heaven

BY MRS. H. A. BANKEAD.

These three words, O, what a world of thought they have in them. How sweet and sacred is the word "mother." It matters not how the world uses us, our hearts throb, and our eyes kindle with love, when-

ever we hear the word "mother." O, could we but look into the faces of our little ones, and foretell what their future will be. The molding of their futures depends upon us. They are as soft clay in our hands. By

what pattern shall we mold them? We cannot commence too early to teach our little ones the love and reverence of mother and home. George Washington commanded the military forces of the United States, but his mother's influence made him what he was. Each day, mother and father are stamping their character upon their children's lives, molding their manners, their conscience and their future by the measures with which they guide them. What a power it is to the child when he or she is far away in the cold and tempting world, and voices of sin are filling their ears, to know they have a Christian mother and father at home. It has truly been said that "The devil never reckons a man to be lost so long as he has a good mother alive." Great are our powers, dear Father, and let us use them for Him who thought of His mother, even in the agonies of death.

Home! What is home? Many have been the prizes offered for a definition. That word "home" always sounds like poetry to me. It rings like a peal of deeply chimed bells into my ears and heart. It does not matter whether it means a thatched cottage or a manor house, home is home.

"Be it ever so humble,

There's no place like home."

Blessed is the home in which for a whole lifetime they have been gathering, until every figure in the carpet, every panel in the doors, and every casement of the windows, has a chirography of its own, speaking out something about father, mother or son, or daughter. What a sacred place it becomes when one can say: "In that room such a one was born; in that bed such a one has died; in that chair Mary has rocked our little ones to sleep, and there they have lisped their evening prayer." Do you not know that if things go right at home they go right elsewhere?

I have just one word of advice to give to those who would have a happy home, and that is, let love preside in it. When your behavior in the domestic circle becomes a mere matter of calculation; when the caress you give is merely the result of deliberate

study of the position you occupy, happiness will be truly dead on your hearthstone. When the husband's position as head of the household is maintained by loudness of voice, by strength of arm, by fire of temper, the republic of domestic bliss has become a despotism that neither God nor man will abide. O, ye, who promised to love each other at the altar, do not dare to commit perjury! Let no shadow of suspicion come over your affection—it is easier to kill that flower than to make it live again. Let us make home happy and holy. Life is not all sugar, but grace in the heart will keep away most of the sour. It is surely doleful living where the wife, instead of reverencing her husband, is always wrangling and railing at him. It must be a good thing when such women are hoarse, and it is a pity that they have not as many blisters on their tongue as they have teeth in their jaws. Boast about voting and the reform bill if you like, but I go in for weeding the little garden. Keep out the tares. Franchise may be a good thing, but I should a good deal sooner get the free-hold of my own cottage. Magna Charta I don't know much about, but if it means a quiet love-at-home for everybody, then three cheers for it. Make your home so far-reaching in its influence, that down to the last moment of your children's life you may hold them with a heavenly charm. At seventy-six years of age, the Demosthenes of the American senate lay dying at Washington, D. C. (I mean Henry Clay of Kentucky.) His pastor sat at his bedside, and that dear old man, after a long and exciting public life, trans-Atlantic and cis-Atlantic, was back again in the scenes of his boyhood, and he kept saying in his delirium over and over again: "Mother, mother, here is your boy; here I am." At our very best estate we are only pilgrims and strangers here, for heaven is our home. Death will never knock at the door of that mansion and in that country there is not a single grave. There, there is no sorrow, no vain regrets, no tears, no heart-aches, no sad separations, "for the former things have passed away."



# Ladies' Corner

## The Country Child

The Country Child has fragrances  
He breathes about him as he goes;  
Clear eyes that look at distances,  
And in his cheeks the wilding rose.

The sun, the sun himself will stain  
The country face to his own red,  
The red-gold of the ripening grain,  
And bleach to white the curly head.

He rises to the morning lark,  
Sleeps with the evening primroses,  
Before the curtain of the dark  
Lets down its splendor, starred with bees.

He sleeps so sweet without a dream  
Under brown cottage eaves and deep,  
His window holds one stray moonbeam,  
As though an angel kept his sleep.

He feeds on honest country fare,  
Drinks the clear water of the spring,  
Green carpets wait him everywhere,  
Where he may run, where he may sing.

He hath his country lore by heart,  
And what is friend and what is foe;  
Hath conned Dame Nature's book apart,  
Her child since he began to grow.

When he is old, when he goes sad,  
Hobbling upon a twisted knee,  
He keeps somewhat of joys he had  
Since an old countryman is he.

He keeps his childhood's innocencies,  
Though his old head be bleached to snow,  
Forget-me-nots still hold his eyes,  
And in his cheeks old roses blow.

—Katharine Tynan, in *The Spectator*,  
(London.)

## Bathing Children

When bathing children, especially those of nervous temperament, they often become chilled and fretful before the bath is over. I have found it a great help to bathe first down to the elbows and nearly to the waist-line, and then dry quickly and thoroughly, rubbing the shoulders and back briskly with a little bath towel before continuing. The lower part of the little body is kept warm as the child sits in the water, and when the bath is over the drying is finished in just a moment and the small person has been warm and comfortable throughout the entire process. Try it yourself and see how comfortable you may be in spite of rapidly cooling water and a cold bathroom.—*Exchange*.

## Woman's Influence

It was a woman's voice, remember, that moved the heart of the nation to abolish involuntary human slavery, and struck the shackles from millions of slaves. And whenever you look for the primary cause of any great humanitarian reform, you will always find the smiling countenance of some good and noble woman at the beginning. And as a home loses its dearest possession when it loses the mother, so a nation loses its power and prestige in the decline of its good women. How important, then, that they be surrounded with proper care and conditions in the industrial life struggle. Into this great movement, then, you are all invited to come. The labor movement is so big that all can come in who have the spirit of democracy, and just think what perfectly wonderful results would follow if all women got to thinking and talking for one purpose, the "shorter working day" for instance! No politician or legislator in the world could withstand it, no government would dare veto a bill that came from that kind of thinking and talking, that came out of your own real experience.

So in closing I want to say again and again, Organize, Organize. I hope the time is not far distant when those who do the world's work shall have fair opportunity, and a just share of the product.

When each man, woman and child shall be free to grow into the full stature of manhood and womanhood, and to this end, may we all work in the spirit of Lincoln, "with malice toward none, with charity for all, with firmness in the right as God gives us to see it."—*Mrs. Alma V. Lafferty, member Colorado Legislature.*

## She Was

She was one of June's sweet girl graduates, and from the heights of our worldly experience we were inclined to joke her a little.

"So the Alps lie between you and Italy," we remarked sarcastically.

"Perhaps, but there's nothing that stands between me and the making of a pan of light biscuits, or broiling a steak, or making a batch of bread, or a cherry pie, or a cake, or keeping a house in order—unless it is the absence of a young man who has got sense enough to hold a job that pays enough salary to warrant him in undertaking responsibilities of a husband."

Ever since we have wondered how we mustered up mental activity enough to change the subject without loss of time.—*The Commoner.*

**A Cure for Worry**

One of our "troubled Marthas," in sending in a request for information, writes: "We come to you for all manner of helps and advice, and we get what we ask for. Now, if you could only give us a sure recipe for the destruction of the 'worry' germs, we should rise up and call you blessed!"

And taking down one of my well-worn reference books, I find the "cure" asked for, time and again repeated between its covers. The book is not a rare one—every family has, or should have one, and use it. If our discouraged friend would open her Bible at St. Matthew 6:25, and read to the end of the chapter, or open at St. Luke, chapter 12:22-31 inclusive, she will find the recipe asked for. There are other recipes for the same trouble, but these will cover all the grounds. I can not enforce the following of these directions, and like other recipes, the instructions must be strictly carried out if sure results are wanted. The cure is not "without price," for everything worth having must be paid for in some coin; but the cure is worth the cost, and only an outlay of faith, persistence and perseverance is called for.

Another discouraged one says: "It is well enough for you to say, 'Do not worry,' but worry can not be stopped for the mere saying." O, thou of little faith, how much does the worrying "add to your stature?" In the long-gone days of my youth, we sang a song—"The sparrows, the lilies and me," and our untired hearts knew nothing of the lessons the words were intended to convey. Now, we know. Can any one send me the words of the old song?

Try the worry cure, and learn the beautiful lesson that we are permitted to suffer that we may grow nearer to the heart of humanity. The bitter tonic is often the best.—*The Commoner.*

**She Did**

There was a young fellow named Syd,  
Who kissed a girl on the eyelid;  
Said the girl to the lad,  
"Your aim's very bad;  
You should practice a bit"—so he did.

—*Lippincott's Magazine.*

**Philosophy**

Loneliness is the most successful match-maker the world has ever known.

The floor is man's best friend; it's the last thing to go back on him.

It isn't always a compliment to tell a woman she looks like a picture, for just remember those comic valentines!

Love and music feed only the heart, and leave nothing for the stomach.

**One, Two, Three**

BY H. C. BUNNER.

It was an old, old, old, old lady,  
And a boy who was half past three  
And the way that they played together  
Was beautiful to see.

She couldn't go running and jumping,  
And the boy no more could he,  
For he was a thin little fellow,  
With a thin, little, twisted knee.

They sat in the yellow sunlight  
Out under the maple tree;  
And the game they played, I'll tell you,  
Just as it was told to me.

It was Hide-and-Go-Seek they were playing,  
Though you'd never have known it to be—

With an old, old, old, old lady  
And a boy with a twisted knee.

The boy would bend his face down  
On his one little sound right knee,  
And he'd guess where she was hiding,  
In guesses One, Two, Three!

"You are in the china closet!"  
He would cry and laugh with glee—  
It wasn't the china closet;  
But he still had Two and Three.

"You are up in papa's big bedroom,  
In the chest with the queer old key!"  
And she said: "You are warm and warmer,  
But you're not quite right," said she.

"It can't be the little cupboard,  
Where mamma's things used to be—  
So it must be the clothespress, gran'ma!"  
And he found her with his Three.

Then she covered her face with her fingers,  
That were wrinkled, and white, and wee,  
And she guessed where the boy was hiding,  
With a One and a Two and a Three.

And they never had stirred from their places.  
Right under the maple tree—  
This old, old, old, old lady  
And the boy with the lame little knee,  
This dear, dear, dear old lady,  
And the boy that was half-past three.

—*In Already.*

**An Easy Way to Sweep Up a Room**

A two yards long piece of wet cheesecloth proves an excellent dust catcher. Sweep thoroughly, then place the wet cloth on the floor. All dust floating in the room will settle on it. The cloth can be easily washed out and be ready for use again.

Cheesecloth is excellent as pillow slips in case of contagious diseases, and can then be burned.

### Household Hints

When peeling onions, begin at the root end and peel upward, and the onion will scarcely affect the eyes at all.

When the furniture looks sticky or smeary too much furniture polish has been used.

Needlework should be ironed on the wrong side, in a piece of flannel, and it should be kept long enough under the iron to thoroughly dry it.

Many householders dislike to burn organic refuse because of the offensiveness of the process. This can be overcome entirely by first drying such matters in the ash pit beneath the fire.

To wash woolen stockings so that they will not shrink is quite easy. First shred some yellow soap into a small tin saucepan. Cover it with cold water and let it boil slowly on the stove till a jelly. Take some tepid water, and with the boiled soap make a good lather. Wash the stockings in this, rubbing well, and using no other soap. Rinse in tepid clear water, wring out, and set in the air to dry quickly.

### The Everyday Girl

She is not beautiful, as far as features go, but she is beautiful with the expression that sweetness and nobility of love lend to her steadfast eyes and tender face.

She is not marvelously clever, but she knows just how to hold the love of the husband and children, around whom all her ambitions center.

Her face may be lined by many anxious vigils over restless little fever-racked bodies, her hands roughened by toil for those she loves, but her blessed mother heart is as fresh and pure and eager as a child's.

Or perhaps she is not a mother, nor a wife, but just a loving woman with a heart big enough to hold the joys and sorrows of others and to sympathize with them.

But, whatever her station in life, thank God, she is not scarce; there are millions of her type.

The everyday woman is the homemaker, and she is not restlessly seeking a career and stretching out groping, unsatisfied hands for the unknown. What she wants is love and home, and fortunately for her she usually gets it.

The everyday woman is the backbone of the world.

If she is a mother, she rears her children wisely and tenderly, teaching her sons to be honorable, manly men, and her daughters to be good women.

If she is not a mother she is interesting herself in the cause of her sex and taking an intelligent stand on the issues of the

day. She may like pretty clothes, but she is not frivolous, and she is not so complex but that her friends may understand her; and she is not brilliant, but loving.

I do not know that the everyday woman ever inspires a great passion, but she does inspire a very true and lasting affection.

Men of genius usually fall in love with women of the average type. It may be a question of the law of opposites—restfulness and peace appeal strongly to the nervous, excitable mind of genius.

The average woman has her hours of depression, when she feels that she is commonplace and envies her more brilliant and beautiful sisters.

But she need not feel that way, for the world could not get on without her. Her sweetness and common sense are indispensable to mankind in the making.

The everyday girl is wise when she tries to beautify herself, for every woman has the right to make the most of herself, but she should never try to be witty; wit must be spontaneous.

She is good and she is sweet and she is intelligent, and men revere and love her. The everyday woman is not to be pitied, but congratulated.—*Exchange*.

### Some Uses for Ammonia

A little ammonia in tepid water will soften and cleanse the skin.

Door plates should be cleaned by rubbing with a cloth wet in ammonia and water.

If the colors have been taken out of silks by fruit stains, ammonia will generally restore the color.

To brighten carpets, wipe them with warm water to which have been added a few drops of ammonia.

One or two tablespoonfuls of ammonia to a pail of water will clean windows better than anything else.

A few drops of ammonia in a cupful of warm water, applied carefully, will remove spots from paintings and chromos.

Grease spots may be taken out of silk hats, felt or woolen garments with diluted ammonia. Lay soft white paper over and iron with a hot iron.

Silver may be kept bright by rubbing with a soft flannel saturated with spirits of ammonia. Old brass may be made like new in the same way. Afterward scrub the brass with a brush; rinse in clear water.

Yellow stains left by sewing machine oil on white material may be removed by rubbing the spot with a cloth wet with ammonia before washing with soap.

Equal parts of turpentine and ammonia will take paint out of clothing, even if it is hard and dry. Saturate the spot as often as necessary, and wash off with warm, soapy water.

Put a teaspoonful of ammonia in a quart of water, wash your brushes and combs in this and all grease will disappear. Shake and dry in the open air.

Flannels and blankets will keep soft and white, and will not shrink, if washed with a tablespoonful of ammonia in the first water.

#### Ever See It

Maymye sits there in the parlor,  
Hands on the piano's keys,  
And her songs of "Home and Mother"  
Swell upon the ev'ning breeze.  
Clear and sweet is Maymye's singing  
At the setting of the sun,  
While her mother's in the kitchen  
Till the dishes all are done.

#### Birth Announcement Cards

A card with engraved name of the wee baby is attached to the card of the father and mother by a bow of white ribbon. The date of the child's birth is on the small card. These cards are inclosed in one envelope and addressed to either "Mr. and Mrs." or just "Mrs." They are sent out about ten days after the baby comes.

#### A Rhyming Book Party

This is an old idea made over with some variations. Supply each guest with a pencil and program upon which is typewritten the following jingle, the blank to be filled in with the name of a well-known book, which is given for the benefit of the hostess, who will read the correct list at the expiration of the time limit:

There once lived a girl who had many  
friends,  
Her name was—  
Alice of Old Vincennes.  
She lived in a house that was quite a  
marvel,  
The architect's name was—  
Richard Carvel.  
This house was part of her mother's dower,  
And was built—  
When Knighthood Was in Flower.  
She was a maid sweet and twenty years  
old,  
Whom many wanted—  
To Have and To Hold.  
So dainty was she, with ways quaint and  
olden,  
She was wooed and married by—  
Eben Holden.  
Said he, "We will mount my trusty bike,  
And go to—  
Stringtown on the Pike."

#### Recipes

##### Deville Tomatoes.

One-half cup tomatoes.  
One tablespoon flour.  
Salt and pepper.  
Four tablespoons butter.  
Two teaspoons powdered sugar.  
One teaspoon mustard.  
One-quarter teaspoon salt.  
Few grains cayenne.  
One egg.  
Yolk of one hard boiled egg.  
Two tablespoons vinegar.

Dilute flour with cold water, add to tomatoes and cook ten minutes, stirring at first. Place in a baking dish and pour a dressing made by creaming the butter, adding dry ingredients, yolk of egg rubbed to a paste, raw egg beaten, and the vinegar, then cooking over hot water until it thickens. Cover with buttered crumbs and brown in hot oven.

##### Russian Salad.

One cup cold cooked carrots.  
One cup cold cooked potatoes.  
One cup cold cooked peas.  
One cup cold cooked beans.  
French dressing.  
One hard boiled egg.  
Lettuce.  
Parsley.

Prepare each vegetable separately and marinate each with French dressing. Arrange on lettuce leaves in four sections and cover each section with mayonnaise dressing. Garnish with rings of egg whites, yolks forced through a ricer and sprig of parsley.

##### Mock Macaroon Ice Cream.

One tablespoon flour.  
One cup sugar.  
One-eighth teaspoon salt.  
One egg.  
Two cups scalded milk.  
One and one-half tablespoons vanilla.  
One quart thin cream.  
One cup dry brown bread crumbs.  
Mix flour, sugar and salt together, add beaten egg, then add gradually to scalded milk. Cook over hot water for twenty minutes, stirring constantly at first. Then add the thin cream and vanilla. Cool and freeze. When half frozen, add the bread crumbs and continue freezing.

"Did you hang up any mistletoe las' Christmas?" asked Erastus Pinkley.

"Deed I didn't," answered Miss Miami Brown. "I's got a little too much pride to advertise foh de ordinary courtesies dat a lady has a right to expect."—*Exchange*.

## Cameos

BY ADELBERT CLARK

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Every life has cameos  
Hidden in the heart,  
Carven by the hand of Time  
With love's finest art.  
Precious, too, are they I know,  
Calling back the past,  
Haunting us with other days—  
Love, that holds us fast.

Cameos—a likeness of  
Mother's angel face  
Gleams before us day by day  
From a holier place.  
Father, sister, brother, friend,  
Cameos are they  
Etched upon our hearts—our lives,  
Ever and a day.

Every life has cameos  
Pure and spotless white,  
As the stars that shine above,  
Jewels of the night.  
And they live through endless storm  
'Till our lives shall be,  
Far beyond the changeless tides  
of Eternity.

# Editorial

## Railroad Accidents

The latest accident bulletin issued by the interstate commerce commission shows that 177 employes and passengers were killed and 2,618 were injured in train accidents during the months of January, February and March. The report shows that this is an increase over the correspond-

ing period in 1908, but it also shows that there is some decrease in the number killed from all causes. We quote the following table of the more important collisions with accompanying explanations, which should be of interest to our readers:

### COLLISIONS.

[NOTE.—R stands for rear collision; B, butting collision; M, miscellaneous collisions; P, passenger train; F, freight and miscellaneous trains.]

No.	Class	Kind of Train	Killed	Injured	Damage to engines, cars, and roadway	Reference to record	CAUSE
1	B	F and F..	0	0	\$ 1,394	54	Order delivered by dispatcher at his own office to conductor gave wrong name of station in clause extending the right of the train and thus allowed train to encroach on right of opposing train.
2	B	F and F..	0	1	2,925	12	Empty engine ran past train order signal indicating stop. This was a new signal just put in service; old signal had not been taken down; engineman and fireman in charge of this train had been off duty thirty days and so were not acquainted with situation; but the change of signals had been duly bulletined.
3	B	F and F..	0	1	3,500	46	Dispatcher, in service of this road eight months, gave order to inferior train before he had restricted the superior. Had two years' experience elsewhere.
4	B	F and F..	2	1	4,106	50	Occurred 1 a. m. Operator gave clear signal when he should have stopped train for an order which he held. It is believed that the operator had been asleep and on awakening gave the clear signal without due reflection.
5	B	F and F..	1	3	4,565	51	Engineman ran past meeting station; 3:40 a. m.; whole crew of train held blameworthy for not having been attentive to all conditions approaching stations. Engineman was asleep.
6	B	P and F..	0	46	5,200	5	Freight train, at meeting point, encroached on time of opposing freight, also of passenger train; passenger train also disregarded orders by approaching station not under control, passing station at 9:28, though it had been ordered to wait at that point for freight until 9:30.
7	B	F and F..	2	6	5,600	28	Operator 23 years old, in service at this point two weeks, though having had three years' experience elsewhere, made mistake in name of station in copying dispatcher's telegraphic order. Believed that operator repeated the order to dispatcher as copied and that dispatcher failed to notice error.
8	B	P and P..	0	8	7,500	4	Engineman of westbound train forgot part of order telling him to take siding at meeting station and met eastbound train on main line.
9	B	P and F..	0	27	7,995	7	Engineman of passenger train, in reading schedule of opposing train, took the time against wrong station; conductor had trusted to his memory as to the time, but a change of ten minutes had been made in the schedule in question, and the conductor's memory proved defective.
10	B	F and F..	4	2	8,200	9	Conductor and engineman of the northbound train neglected to check register. (See note in text below.)
11	M	P and F..	7	4	9,000	31	Occurred at 2:50 a. m. Engine standing on main track near station struck by approaching passenger train. Switch tender at entrance of yard had given clear signal to approaching passenger train wrongfully. Engineman and fireman of standing engine also held blameworthy for not having seen that they were properly protected. There was a fog at the time.

## COLLISIONS—Continued

No.	Class	Kind of Train	Killed	Injured	Damage to engines, cars and roadway	Reference to record	CAUSE
12	B	F and F..	0	4	\$ 12,200	53	Operator received an order giving a train right over train 64, but the order which he delivered named train 84. It appears that the operator did not deliver the message which he had originally written, but made a new copy, and it was in making the new copy that the error occurred.
13	B	P and F..	20	28	17,910	6	Westbound passenger train ordered to wait at "D" until 9:55, passed about 9:45 and collided with opposing train a short distance beyond station. Engineman's explanation is that he thought that the order gave him until 9:55 to reach the next station ahead; the conductor did not take sufficiently prompt measures to stop the train.
14	B	P and F..	1	14	21,250	47	Misreading of instructions and false clear block signal. (See note in text below.)
15	R	P and P..	3	30	27,888	1	Engineman ran past distant and home automatic block signals; also disregarded torpedo warnings. (See note in text below.)
Total.....			40	175	\$139,233		

Collision No. 15, causing the death of three persons, was due to disregard of automatic block signals and of torpedoes, which had been placed on the rails near the block signal and which gave audible warning. The collision occurred on a foggy night. The second section of a westbound passenger train, following the first section of the same train, ran into the rear of the first section while it was at rest (having been stopped at a signal station) and two Pullman cars were destroyed. Measuring back from the point of collision, the home block signal was 2,768 feet distant, 550 feet farther east were the torpedoes, and 2,661 feet farther was the distant signal. The report says that the engineman heard the torpedoes. The fireman, as well as the engineman, is held blameworthy, the rule requiring enginemen and firemen to call one to the other on approaching fixed signals. The speed of the train appears not to have been slackened by the engineman at all. The experience of the engineman was twenty-seven years and of the fireman six years. The automatic signals had been properly observed by the engineman of the first section of the train; also by the enginemen of other trains not long before.

Collision No. 14, a butting collision between a passenger train and a freight, causing the death of one trainman and the injury of eight passengers and six trainmen,

appears to have been due to gross negligence on the part both of a station telegraph operator and of the men in charge of one of the trains. The manual block system was in effect, and the operator was at fault in giving the signals, while at the same time meeting orders had been issued by the train dispatcher, which orders were disregarded by the conductor and engineman. The collision was between train 24 southbound, running from M to S and H, and a freight train northbound, running from H to S and M. The operator at S, after having authorized southbound train 24 to leave M, gave a clear signal for the northbound train to leave S for M, and the trains met about four miles north of S. The error of the conductor and engineman consisted in reading "No. 33" when the order actually read "No. 32."

Collision No. 10 was between two extra freight trains, a northbound and a southbound. The order making the meeting point for these trains gave the number of the engine and the name of the conductor of each train, Conductor D for the northbound and Conductor S for the southbound; and the collision was due to the wrongful assumption by Conductor D of the northbound train that a southbound train which he met at the appointed meeting station was that of Conductor S, whereas, in fact, it was another train. This assumption by Con-

ductor D was based on his knowledge that the engine which he saw was one which had been used by Conductor S earlier in the same day; but in thus assuming the conductor neglected his plain duty to learn the actual number of the engine in order to see that it corresponded with the number written in the meeting order. Conductor D then gave his engineman instructions to

proceed. This was contrary to the rule, under which the conductor and engineman should have checked the register at the station, in which were recorded the arrivals of all trains. Both trains were running from twenty-five to thirty-five miles an hour at the moment of the collision. The conductor and engineman at fault had both been in the service of the company for many years.

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## Chicago Conductors' Council

The admirable work done during the past three years by the Chicago Conductors' Council in procuring employment for members of our Order, who from hard times and various other causes found themselves in need of employment, was brought before the Grand Division at its last session in Boston, and the Grand Division formally decided to extend some financial assistance to the Council to enable it to broaden out in its work. The Council, through its able officers, are going right ahead in an energetic and systematic manner and are meeting with splendid success in their efforts to obtain positions for those of our members who are in need of assistance in securing employment.

During the months of May and June eighteen of our members were provided with employment, and in the first eight days of July two more were provided with positions. We are advised by the chairman of the Council that he expects to be able to place some more in positions in the near future.

We desire, in this connection, to suggest that those of our members who may desire

the assistance of the Council in procuring employment should make application to the Council through the Division in which they hold membership, and should in all cases give their age, height, weight, and previous railroad experience and state whether or not they would be willing to accept employment as brakeman or switchman. We are authorized to say that the Council desires and will most fully appreciate the hearty co-operation of every Division in making this splendid work a success, and that if our Divisions will do their part a considerable expense and an unnecessary traveling around the country will be saved to those in search of employment.

The Council is on the right track and has done a noble work since it came into existence, and that without any outside assistance, and our Divisions everywhere should give all possible aid and encouragement in the forwarding of its work. The chairman of the Council is Brother E. A. Pinney, and the secretary is Brother F. D. Sughrua, and the addresses are Room 1013, New York Life Building, Chicago, Illinois.

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## Financial Depression and Railroad Safety

The relation of financial depression to the safety of passengers riding in a railroad train is a problem discussed and answered by Mr. Slason Thompson, of the Bureau of Railway News and Statistics, in a recent bulletin that seems to be based upon the report of the Interstate Commerce Commission. Mr. Thompson traces the very

noticeable decrease in railroad fatalities in 1908 to the financial depression in that year. The statistics show that the number killed in railroad accidents in the United States during the year 1908 were very considerably less than in the preceding year—the Pennsylvania system, particularly, reporting no fatalities. After calling attention to the

fact that a marked decrease in railroad fatalities followed the 1893 panic, Mr. Thompson says:

"There can be no evading the conclusion that so far as train accidents are concerned the marked diminution in fatalities to passengers and employes must be credited almost entirely to the panic of October, 1907, which put emergency brakes on the wheels of transportation and domestic commerce. The conditions, so far as they related to safety appliances and methods of operation, were practically the same in 1908 and 1907 and 1906-7. The installment of block signals almost came to a standstill as a consequence of the business depression, only 1,030 miles being installed in 1908, against over 6,000 in 1907. The proof that safety devices had little to do with the diminution in railway accidents is found in the decrease in the classes of accidents, such as falling off cars, or while getting on or off, or from coming in contact with

structures over or beside the tracks, which almost invariably result from carelessness or negligence of the victim."

In his further belief Mr. Thompson states that "the conclusion is unavoidable that the marked diminution in fatalities in 1908 was due almost entirely to the recession in freight traffic, which took the strain off every department of service and substituted orderly observance of rules by passengers and employes for their violation in the feverish rush of prosperity that culminated in October, 1907."

The New York Times, in supporting Mr. Thompson's belief that the death roll rises and falls as the strain upon the freight traffic is increased or relaxed, says:

"The black mark against the American record for passenger accidents is due primarily to the effort to comply with the almost impossible and yet inescapable demand that a freight traffic double all Europe's shall be handled with ever-increasing haste."

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## The Movement for Uniform State Laws

### Public and Private Interests Involved

The leading article in The National Civic Federation "Review" for July outlines the coming conference called by the Civic Federation on Uniform State Laws in Washington, D. C., January 5, 6 and 7, 1910. President Taft has accepted the invitation of the Federation and will make the opening address.

For almost twenty years the Commissioners on Uniform State Laws, appointed by the various states, have been working with notable success in connection with commercial legislation. These commissioners have also taken up the problems of uniform marriage and divorce laws and other questions of moment. But the interest and needs of the public have become so overwhelming that a broader, a national, view of the situation and conditions brought about by the conflicting laws between the states is demanded.

The movement for the conservation of natural resources, started by President Roosevelt, cannot be carried forward suc-

cessfully unless the states adopt, with considerable uniformity, laws upon the subject of forestry, water power, reclamation of lands by irrigation, etc.

The subject of taxation has been before the people of the United States for some years and has been discussed by three national conferences, the first one being called by The National Civic Federation in 1901. Uniformity of state laws upon taxation is considered desirable by taxation experts.

The necessity for a standard system of public accounting as a basis for taxation and comparative statistics is widely felt. Uniform accounts and financial reports are essential in the case of public service corporations, gas, electric light and power, water supply and similar incorporations, as a source of accurate information for public and private use.

The National Civic Federation during its efforts to secure the amendment of the Sherman anti-trust law was impressed with the imperative demand for uniform state

laws in harmony with the Federal law.

In the railways and their management, both state and national authority are concerned. The officials of railroads favor uniform state laws in the regulation of certain matters. The "Review" quotes from the report of the committee on legislation to the National Association of Railway Commissioners recommending to that body uniform state laws, to conform as nearly as may be to the Federal laws and the rulings of the Interstate Commerce Commission; also laws upon safety appliances, car service, accounting, annual reports, bills of lading, and other measures.

In the state banking laws substantial uniformity among the states is favored not only by public opinion but by the bankers themselves. At the last meeting of the National Association of Supervisors of State Banks the Committee on Uniform State Banking Laws reported in favor of the enactment in each state of certain fundamental requirement which will close as many doors as possible to "unsafe practices and unsound banking." The American Banking Association has declared for laws providing for uniform bills of lading, voucher checks, negotiable instruments, warehouse receipts, certificates of stocks and uniform stationery and tints.

Next to the bankers possibly the life insurance people are showing the most active interest in uniform state legislation. The life insurance companies have been weighed down by a mass of insurance legislation during the past five years. The leading companies favor uniform laws on several important matters.

Mr. Robert Lynn Cox, general counsel and manager of the Association of Life Insurance Presidents, can see no hope of "any diminution of life insurance legislation until all the states have adopted complete and comprehensive codes conforming to the standard of the present day and age, or until Federal supervision is brought about."

The fire insurance officials declare that in the last five years the annual fire loss in the United States has been over a quarter of a billion of dollars. The National Board of Fire Underwriters is moving for uniform state laws to check this waste of property. The National Association of Credit Men

has taken action favoring a model state fire marshal law and other laws to check the ravages of fire. This association also favors the passage of a uniform banking law similar to that of the state of New York, and declares for uniformity of state laws relating to commercial affairs.

Every man, woman and child in the country is personally interested in the pure food laws. To the National Wholesale Grocers' Association these laws are of great commercial importance. At its recent meeting this association decided to conduct a campaign for uniform pure food laws and uniform bills of lading. The farmers of the country are also fully awake to the importance of uniform pure food legislation and also uniform laws on taxation, transportation and natural resources.

Labor organizations have long appreciated the necessity for uniform labor laws throughout the union. Commissioner Charles P. Neill of the Bureau of Labor, names the following subjects upon which he believes there should be uniform state legislation: Employers' liability, the guarding of dangerous machinery, industrial hygiene, compulsory reports on a uniform basis of all industrial accidents, and the compulsory registration of deaths, showing facts as to occupation and the like. He also recommends uniformity of legislation regulating the employment of women and children, the hours of labor of all employes in injurious occupations, factory and mine inspection, and with regard to convict-made products.

A very urgent need exists in this country for a uniform system of immediate registration and preservation of vital statistics. The American Medical Association, the United States Bureau of the Census, and the American Public Health Association are urging that the states unite and take measures to secure uniform laws which will bring to an end the present chaos in the registration of vital statistics.

Questions of marriage and divorce are being discussed in every state of the union, and as related to them, in many sections of the country the public mind is in a condition of bewilderment over existing conditions, contrasts and events. Although the opinions of the people of the different states

may widely differ as to proper causes for divorce, there can be no question but that the laws prescribing uniform methods of procedure and defining questions of jurisdiction are necessary.

Uniform laws relating to women in the custody of their children, their property rights and right to their own earnings, their work and wages and their protection from moral and physical perils would be for the benefit of the public generally.

The public health is another matter upon which uniformity of the state laws in harmony with Federal laws is of manifest importance. The fight upon tuberculosis is given by the federation herewith as an example of the case in which there is the most vital need for co-operation between the states themselves and the Federal government.

Good roads and uniform laws for the regulation of automobiles are subjects for legislation which require the harmony and co-

operation of adjacent commonwealths. The American Automobile Association, the National Grange and the American Roadmakers' Association are making efforts to secure the enactment of a uniform state motor vehicle law, prepared by the American Automobile Association, in every state.

In the conference at Washington next January it is expected that the subjects named and many others will be discussed by men who are competent to bring home to the entire nation the situation as regards this important movement.

President Amasa M. Eaton, of the Commissioners on Uniform Laws, contributes to the "Review" an interesting article on the work of his association and on the uniform law movement in general, and Dr. Charles McCarthy, legislative librarian of Wisconsin, gives his views, urging a more comprehensive study of statute law in connection with the agitation for legislative uniformity.

## The Biggest Boy

FROM "THE COMMONER."

The biggest boy is not at home—

He "flew the nest" last night.

I knew the day was bound to come,

And yet tears dim my sight.

The biggest boy has said good-bye,

And gone to play his part

On life's grim battlefield, and I

Am alone and sad of heart.

The biggest boy said, "Good-bye, Dad!"

And "Dad" said, "Good-bye, son!"

And then the boy with head erect,

Went forth—his work begun.

And over in the corner there

"Dad's" eyes will fall upon

The biggest boy's now vacant chair,

And miss the boy that's gone.

The biggest boy gulped back a sob

When on his lips was pressed

The little mother's good-bye kiss,

When mother's hands caressed.

And then he smiled and went his way

To fight and win, or die;

While "Dad" and mother could but say,

"God bless you, son; good-bye!"

The biggest boy is in the ranks

Of that great fighting band

That seeks by arts of toil and peace

To upbuild this fair land.

And "Dad" and mother fondly hope

As only parents can,

The biggest boy will do his part,

And do it like a man.

## Grand Officers

In the July number of *THE RAILWAY CONDUCTOR* we printed an excellent portrait of President A. B. Garretson, with a short sketch of his railroad work and his service as an officer of the Order. In the first portion of this number we have pleasure in reproducing the portraits of the balance of the grand officers. A short service sketch of each of them is as follows:

### SENIOR VICE-PRESIDENT.

Lucius E. Sheppard entered the service of the West Jersey Railroad, now a grand division of the Pennsylvania System, as freight brakeman in 1881, serving as brakeman and baggagemaster for nearly three years. He also served as freight and passenger conductor for two and one-half years when he was transferred to the Amboy division of the Pennsylvania Railroad and soon thereafter was appointed general yardmaster at Camden, N. J., serving in the latter capacity for a period of fifteen years.

Brother Sheppard became a member of Division 170 at Camden in 1885, and soon became actively interested in the affairs of that Division, serving several times as its delegate to the Grand Division. He was elected Grand Junior Conductor in 1901 and served continuously as such until September, 1906, when the board of trustees appointed him Assistant Grand Chief Conductor, that office being vacant by the advancement of Brother Garretson to the position of Grand Chief Conductor. Brother Sheppard was elected First Vice-President at Memphis in 1907, and Senior Vice-President at Boston last May—same position but change of title.

### GRAND SECRETARY AND TREASURER.

William J. Maxwell, everywhere known as "Billy Maxwell," was born in Philadelphia, Pa., in 1859 and received his education in the public schools of that city. He entered the service of the New York division of the Pennsylvania Railroad between Philadelphia and New York as freight brakeman in 1880. His ability to shoulder increased responsibility soon became apparent to his superior officers and he was not long thereafter appointed freight conductor, and in 1885 was appointed pas-

senger conductor, serving as such until he entered the service of the Order.

Brother Maxwell became a member of the Order by joining West Philadelphia Division 162 as a charter member when that Division was organized in 1884, and served his Division in the capacity of secretary and treasurer and delegate to the Grand Division for many terms. He was appointed Grand Secretary and Treasurer by the board of trustees in 1898 to fill the vacancy in that office caused by the death of our late Brother Martin Clancy. The Grand Division confirmed the judgment of the board of trustees by formally electing him Grand Secretary and Treasurer at Detroit in 1899 and he has been re-elected at each successive Grand Division session since that time.

### VICE-PRESIDENTS.

Edward P. Curtis entered the employ of the Missouri, Kansas & Texas Railroad, prior to 1885, as a locomotive fireman, but later on, transferred to the operating department and served as a brakeman for a limited time when he was appointed freight conductor, and has had charge of all classes of trains in his career.

Brother Curtis became a member of Division 256 at Smithville, Texas, in 1894, and at once became interested in committee work. He was selected by the Division to act as its representative in the M., K. & T. general committee of adjustment, and that committee honored him by electing him salaried chairman, a position he occupied for several terms. The office of Grand Senior Conductor becoming vacant, he was, in September, 1906, appointed by the board of trustees to fill the vacancy; he was elected Second Vice-President by the Grand Division in Memphis in 1907, and elected Vice President at Boston last May—same position but title changed.

William M. Clark began his railroad career in yard service of the Lake Shore & Michigan Southern R. R., in 1872. Shortly thereafter he entered train service as brakeman, later on was appointed freight conductor, and for twenty-four years prior to entering the employ of the Order served

the L. S. & M. S. as a passenger conductor.

Brother Clark became a member of Division 41 in 1886, but later on transferred to Division 1 at Chicago, and has served that large Division as its chief conductor in a most admirable manner. When the office of Grand Junior Conductor became vacant, in September, 1906, the board of trustees selected Brother Clark to fill out the unexpired term. The Grand Division at Memphis, in 1907, realizing the wisdom of the trustees, elected Brother Clark as Third Vice-President, and at its Boston session last May elected him Vice-President—same position but change of title.

Samuel N. Berry entered the service of the Canadian Pacific Railroad in the 80's as a brakeman and, later on, was appointed conductor, and has handled all kinds and classes of trains since his first promotion.

Brother Berry joined Division 242 at North Bay, Ont., in 1892. He served the Division several terms as chief conductor, chairman of the local committee of adjustment, and as delegate to the Grand Division, and has served as vice-chairman of the Canadian Pacific general committee of adjustment. Pursuant to instructions of the Grand Division at Portland, Oregon, in 1905, that a Deputy for Canada be appointed, the then Grand Chief Conductor, Brother E. E. Clark, appointed Brother Berry to that position and he entered the employ of the Order. The Grand Division at Memphis, in 1907, renewed its former instructions and he was reappointed by President Garretson with the title of Vice-President for Canada. At the recent session of the Grand Division in Boston the law was changed so that the Canadian grand officer must be elected instead of appointed, and Brother Berry was regularly elected as a Vice-President.

Thomas A. Gregg, after completing his education in the Thomas Military School, entered the service of the Richmond & Danville, now a part of the Southern Railroad System, as a brakeman in 1891, and changed to the Norfolk & Western Railway in 1894, and soon after that was appointed conductor and has served as such ever since.

Brother Gregg became a member of Division 324 in 1894, served four years as chair-

man of the West Virginia state legislative committee and has been the salaried chairman of the Norfolk & Western general committee for the past seven years, a position he has filled with marked ability. At the last session of the Grand Division it was decided to add another Vice-President to the official staff, and Brother Gregg was elected to that office.

#### GRAND INSIDE SENTINEL.

Frederick J. Bradford commenced railroad work with the Boston & Lowell, now part of the Boston & Maine System, as a brakeman in 1878, promoted to conductor in 1883 and has continued in that position ever since.

Brother Bradford became a member of Division 122 in 1895, but later on transferred to Division 413 (both Boston Divisions) and has served the last named Division as its chief conductor. He was chosen by the last Grand Division to serve as Grand Inside Sentinel for the ensuing term.

#### GRAND OUTSIDE SENTINEL.

Benjamin H. Harbin began railroad work as a brakeman in the employ of the International & Great Northern in 1890, but later on accepted similar employment with the M., K. & T. Ry., where he was appointed conductor in 1895. For the past eight years he has served as conductor on the Mexican Central divisions of the National Lines of Mexico, his present run being between Monterey, Mexico, and Hipolito.

Brother Harbin joined Division 256, Smithville, Texas, in 1899, and afterwards transferred to Division 432 at Monterey. Brother Harbin was elected by the Grand Division at Boston to serve as Grand Outside Sentinel for the ensuing term.

#### BOARD OF TRUSTEES.

John Dudley Condit, chairman of the board, accepted service as a brakeman in the employ of the La Crosse division of the Chicago, Milwaukee & St. Paul Road in 1868, continued in the employ of that company until 1871 at which time he accepted similar service with the West Wisconsin, now part of the Chicago, St. Paul, Minneapolis & Omaha R. R. He was promoted to freight conductor in 1872 and to passenger conductor in 1879, and has held the latter position ever since with the ex-

ception of four years' service as traveling passenger agent.

Brother Condit became a member of the Order in 1881; was chief conductor of Division 40 at St. Paul for thirteen consecutive years, and represented that Division as its delegate to the Grand Division nine consecutive terms. He served as chairman of the jurisprudence committee at four successive sessions of the Grand Division, and was elected trustee in 1907, his term of office not expiring until 1911.

James E. Archer, who was re-elected trustee at Boston, entered the service of the International & Great Northern Railway as brakeman in 1878, served the Galveston, Houston & Henderson as baggageman and conductor in 1880 and 1881 and then accepted service with what is now known as the Southern Pacific's Atlantic System, where he served as yardmaster and conductor of freight and passenger trains until 1906 when he retired from service. He has for some considerable time been in charge of the hours-of-service bureau of the interstate commerce commission and has "made good" from the start.

Brother Archer became a member of Division 7 at Houston, Texas, in 1886, served as its chief conductor several years, and has represented his Division in the Southern Pacific, Atlantic System, general committee and assisted in making the first agreement between the conductors and the company. He also served several terms as delegate to the Grand Division, and in 1897 was elected member of the board of trustees, an office he has held ever since—part of the time as chairman of the board.

Charles D. Baker was born in New York City in 1842. His parents moved to Islip, Long Island, during his infancy. At the age of fourteen years he followed the usual custom of Long Island boys and entered the merchant marine service as a sailor and visited many parts of the world. In 1863 he enlisted in the United States navy, serving on the U. S. S. *Macedonian* for his term of one year and re-enlisted and served in the West Gulf Squadron during the blockade of Galveston. After the close of the war he again entered the merchant service and rose to the command and part ownership

of a vessel. In 1872 he had the misfortune to be shipwrecked on Cape Hatteras, losing all he had. The hard times of 1873 left him without hope of again securing command of another ship so he started life anew by getting married and entering the service of the old Eastern R. R., now part of the Boston & Maine System, as a freight brakeman. In due time he was promoted to conductor and has served as such ever since.

As thousands of conductors have since done, Brother Baker concluded that membership in our Order was a good thing to have so he joined Division 122 at Boston in 1887. The members of that Division soon recognized his sterling worth and elected him chief conductor and, in 1892, as secretary and treasurer. He has served the Division as such ever since, and has represented his Division as its delegate to the Grand Division a great many times. Brother Baker served as member of the board of trustees from 1899 to 1903 and was again elected a member of the board in 1907.

#### INSURANCE COMMITTEE.

William J. Durbin entered the service of the old Milwaukee & Prairie du Chien, now part of the Chicago, Milwaukee & St. Paul System, as brakeman April 9, 1864, was promoted to freight conductor July 7, 1867, and for the past twenty-eight years has been conductor of passenger trains on the Prairie du Chien division of that railroad.

Brother Durbin joined the Order as a charter member of Division 46 at Milwaukee September 11, 1881, and at one time or another has held almost every office within the gift of the Division, and has been the chairman of the C., M. & St. P. general committee for the past eighteen years. Brother Durbin served as Grand Senior Conductor during the years 1884, 1885 and 1886; was elected member of the Insurance Committee in 1887 and has been a member of that committee ever since—with the exception of two years has been its chairman. He was again re-elected in Boston last May.

Brother Durbin's continuous service record has a peg all by itself.

William H. Ingram began his railroad life during the construction of the old Canada Southern, now part of the Michigan Central Railroad, as a brakeman in

1872, and was appointed conductor in 1874. He remained with the Canada Southern until 1887, when he accepted similar service with the Erie Railroad, but gave up his position in 1888 to accept a position as collector of customs of the Port of St. Thomas. He held that office until 1892 when he was appointed postmaster at St. Thomas, Ontario, and is still holding that position.

Brother Ingram joined Division 13 at St. Thomas in 1880 and represented his Division several times as delegate to the Grand Division. He served as member of the Insurance Committee in 1884 and 1885; was again elected to that office in 1899 and has served continuously on that committee ever since.

Charles E. Whitney started railroad work in 1877 by entering the employ of the Missouri, Kansas & Texas R. R., as a brake-

man. His strict attention to duty early attracted the attention of his superior officers and, in 1879, he was appointed freight conductor and has had charge of all classes of trains on that line ever since.

Brother Whitney became a member of Division 60 at Sedalia, Mo., in 1884 and has served as its chief conductor, and for many terms as local chairman and member of the M., K. & T. general committee. That committee elected him chairman in 1906, and he is still handling the affairs of the committee with credit to himself and honor to the craft. When a vacancy occurred in the ranks of the Insurance Committee by the resignation of Brother Budd in 1908, the trustees selected Brother Whitney to fill the unexpired term and the Grand Division backed up the judgment of the trustees by electing him to serve for four years more.

## The Boy I Used to Be

INEZ G. THOMPSON, IN "THE COMMONER."

I'm going home to see the folks,  
Just one week from today.  
I know just how the place will look  
And know just what they'll say.  
I'll sleep in my old wooden bed,  
And I'll wake up, at light,  
To find me the boy I used to be  
Has come back overnight.

I'll lie till mother calls, "Will, boy,"  
And "Billy!" father'll yell,  
"Say! Breakfast's ready—hustle now!  
"What ails ye—can't ye smell?"  
That will be Sunday morning, so  
We'll go to church, we three,  
Dad marching on a bit ahead  
And ma behind, with me.

There'll be a straightout sermon preached  
No paltering with the Book—  
And dad will drink it in, and wear  
His stern old "Sunday" look,  
But mother, if I catch her eye,  
She'll half smile back at me,  
And slide along a gumdrop to  
The boy I used to be.

I reckon if it comes to pass—  
That Judgment they foretell—  
I'll plead three things \* \* \* I was her boy,  
And that she loved me well;  
And that I kept my lifetime clean,  
(So far as lay in me)  
That, yearly, I might chum with him,  
The boy I used to be.

# Railway Information

The Southern Pacific Railroad of Mexico is now open for business on the extension from Culiacan, Sin., south to Mazatlan, 137 miles.

Under an agreement between the attorney-general of Georgia and the railway companies, the state law requiring the use of electric headlights on main lines is to be tested in the courts, pending which there will be no prosecutions for non-compliance.

The Redfield & Southwestern R. R. has been organized in South Dakota, with \$2,000,000 capital, to build from Pierre, S. Dak., northeast via Oneida and Redfield, through Hughes, Sully, Hyde, Hand, Spink, Day, and Roberts counties to Brown Valley, Minn., about 200 miles.

Press reports show that all the grading of the first fifteen miles of the Nebraska, Kansas & Southern from Garden City, Kan., northeast, has been finished and track laying is now in progress on this section. The line is eventually to be extended to Stockton, in all about 162 miles.

When the Santa Fe's double tracking between Chicago and Kansas City is completed it will have 658 miles of double track and the road will be the second to have a double track from Lake Michigan to the Missouri River, the Chicago & Northwestern having been the first one to so fortify itself with a double track through to Omaha.

The Red River Valley & Hudson Bay R. R. has been incorporated in Minnesota, with \$500,000 capital, to build a line to connect Oslo, Minn., in the western part of Marshall county, on the Minneapolis, St. Paul & Sault Ste. Marie, north following the Red river to St. Vincent, in the northwestern part of Kittson county on the Great Northern, about 70 miles.

Press reports state that on the Western Pacific railway (George J. Gould's line to the Pacific coast) there remains only something over 200 miles of track to be laid to complete the road from Salt Lake City to Oakland, Cal., 924 miles. This is expected to be finished by Oct. 1. Grading in Nevada is about finished and the only work of any magnitude of that kind remaining to be done is in the Sierra Nevada mountains.

During the last six months the Pennsylvania railroad made 30,000 efficiency tests of signals and rules on its Philadelphia and Middle divisions. The report compiled shows that 99.97 per cent of the trainmen gave perfect observance of the tests. Of the thirty-four tests that failed fourteen were partially observed.

On the third division of the Atlantic Coast Line the Jacksonville-Newberry line has been extended from Wilcox, Fla., northwest to Perry, 57 miles.

There remains some 300 miles of the Kansas, Mexico & Orient to build in Texas, and the work is being rushed with all possible speed to close the gap between Sweetwater and San Angelo, where the Texas general offices and main shops are being constructed now. It is planned to complete the road within the next two years from end to end.

Press reports received indicate that the Chicago & Northwestern road has prepared elaborate plans for extensions in So. Dakota. Much new construction work will be undertaken with the view of opening up and developing new wheat farming sections of country. The building work contemplated for the most part will be through prairie country so that the cost of construction can be kept at a minimum.

According to press reports of the Clinton, Oklahoma & Western, work is now under way on a connection at Clinton, Okla., with the Chicago, Rock Island & Pacific and the Kansas City, Mexico & Orient. Grading has been finished on ten miles, and track laying is to be started at once on the section between Clinton and Butler. The line is to be continued northwest eventually to Trinidad, Colo., and from Clinton southeast to Lehigh, in all 400 miles.

The Rock Island cutoff line between Amarillo and Tecumcari (N. M.) will be finished and in operation in a few months. This line was finished to a point about forty-five miles west of Amarillo some time ago, leaving about sixty-five miles to be built. The importance of this cutoff lies in the fact that it will give the Choctaw division a direct connection with the El Paso-Liberal line of the Rock Island, affording a new and direct route between western points and Memphis, Tenn., and intermediate places.

A large amount of work is said to be under way on the Canadian Northern between the Great Lakes and Winnipeg by a force of nearly 1,000 men. Between Fort William, Ont., and Fort Francis the line is being rebalasted and the present steel will be replaced with eighty and eighty-five-pound rails. The grade from Kakabeka Falls to Slate will be greatly reduced, and Stanley hill will be cut off from the main line, but is to be taken in by the Duluth extension, which it is proposed to build in connection with the Duluth, Rainy Lake & Winnipeg.

The Indiana Railroad Commission has authorized criminal proceedings in the Circuit Court at Logansport against the Pittsburgh, Cincinnati, Chicago & St. Louis for violation of the full crew law. The complaint alleges that the road ran a train to Logansport from Richmond which did not have a brakeman. The penalty is a fine from \$100 to \$500.

The Indiana Railroad Commission on June 29 held its third conference with railway officers and locomotive engineers concerning headlights. As in the previous conferences the enginemen were unanimously in favor of the oil lamp. At a conference in Evansville some enginemen spoke in favor of the electric light. The majority of those present were from the Evansville & Terre Haute, a part of the Frisco system. The commission visited the Schroeder headlight factory in Evansville, where tests were made and comparisons shown between electric and oil lamps.

The Southern Pacific has under way the construction of a new line 30.87 miles long from Rocklin, Calif., to Colfax, both points being on the Central Pacific. The object of the work is to get a maximum grade of 1.5 per cent., compensated for curves, opposing eastbound trains in place of the grade of the present road, which is 2 per cent maximum, not compensated, and therefore equivalent to something more than 2.2 per cent compensated. When the new road is done, the intention is to use it for eastbound traffic, and to have double track between the points mentioned by using the present road for westbound—downgrade—traffic.

### Signaling

The Oregon Railroad & Navigation Co. is preparing to adopt the A B C system of block signaling on its lines between Spokane, Wash., and Tekoa, 49 miles. The A B C system is that used extensively on the Northern Pacific.

The Northern Pacific has let to the Hall Signal Company a contract for automatic block signals to equip the line between Tacoma, Wash., and Seattle, 41 miles, double track. There will be 51 signals, which will be of the three-position upper quadrant type, with the Hall new style "H" top post mechanism.

### Block System Extended

The Baltimore and Ohio Railroad has completed plans for the extension of its block signal system on the Chicago division, covering a distance of 150 miles from Hicksville, Ohio, to South Chicago. There will be 133 miles of manual block signals from Hicksville to Millers, Ind., and on the remaining seventeen miles automatic block signals will be installed.

### Concrete Construction Urged by the Railroads

The increased use of reinforced concrete in the construction of grain elevators, warehouses, etc., along rights-of-way of the railroad companies is responsible for a decrease in the claims against roads on account of loss by fire caused by locomotive sparks. Railroad officials are doing all in their power to urge builders to use this form of construction. Although concrete costs more than wood, it lessens the cost of insurance from 50 to 90 per cent, and the owner of a concrete building is reasonably sure when he goes home at night that he is going to be doing business the next day.

### Dispatching Trains by Telephone

The Canadian Pacific Railway Company is experimenting on train despatching by telephone. The system between Montreal and Farnham has been in successful operation for some time and has given very satisfactory results. The system is now being installed between Winnipeg and Brandon, and other important sections will shortly be dealt with. The distance between the latter points is 135 miles, embracing 28 stations and 3 junction points. The Burlington and other roads in the United States have been using the system under test for some time, and as it has passed beyond the experimental stage there is likelihood of its still further growth in popular favor and its wide and extended use.

### Relief Department Work Extended

An official order has been issued by the Baltimore and Ohio, extending the privileges of the relief department to the employees of the Baltimore & Ohio Southwestern, who may desire to avail themselves thereof. Following precedents there will at the start be no exclusion from membership on account of age, nor will there be a physical examination. At the expiration of ninety days those in the service not having profited by the privilege when extended to them, and subsequently desiring membership, as well as new employees, will be subject to the regular age and physical condition provision.—*Exchange*.

### Mexican Road Organized

The Southern Pacific Railroad Company of Mexico has been organized and incorporated at Trenton, N. J., with a capital stock of \$75,000,000. The organization is for the purpose of taking over the railroad which Edward H. Harriman has just completed from Nogales, Calif., to Guymas, Old Mexico. The new company is also to take over the Cananca, Yaqui and Pacific Road, which, together with the new road, will make a system of about 1,600 miles.

# The Auxiliary

This Department is intended to serve the same purpose among the wives, mothers, daughters, and sisters of our members that the Order Department serves among our members. The rules at head of Order Department will also apply to this one. Communications for this Department should be in this office not later than the 15th of the month for use in the following month.

## Boston, Mass.

Allow me to introduce to you Blue Hill Division 233, which was organized in March with twenty-one charter members. Sister Hutchinson, of Manhattan Division, New York, was the organizer, assisted by Sister Drake, of Mascot Division 59, Boston. We owe many thanks to Boston Division 122 for their generosity and favors conferred on us. I hope that we may prosper and show by our good work how we appreciate their kindness. Our officers need the presence and support of all the sisters to make our Division grow and prosper. Our meetings are held the fourth Wednesday in the month and we would be pleased to see many visiting sisters help us in the good work.

MRS. L. F. MILLS.

## Albion, Pa.

Bessemer Sister Division 272 was organized June 3, 1909, in I. O. O. F. hall, consisting of eighteen charter members. Sister J. A. Ody from Wilkensburg, was the grand organizer. After the business was transacted an elaborate lunch was served. The evening was spent at the home of Sister Brown, where a pleasant time was spent and music rendered. After a social chat another lunch was served, after which all retired to their homes wishing our new Division a happy success.

Let each of us cherish kindly feeling toward one another and ever remember our motto, Charity, Truth and Friendship.

MRS. O. N. McMILLEN.

## Sedalia, Mo.

Division 163 is well attended and each member has an interest in our meetings. The report from our delegate to the grand convention was well received.

We do not behold the mote in our sister's eye, but consider the beam in our own eyes. Much of the trouble and unpleasantness in the world in all of the walks of life is due to beholding the mote that is in our sister's eye. There is no difficulty in finding it in the field of business and in all sorts of social avocations. If every one who finds fault with her neighbor would stop for a minute, be honest with herself, and discover her own shortcomings, it would not be long before charity would possess them—the charity which giveth pity.

MRS. D. HUGHES.

## Monett, Mo.

Monett Division 125 held its annual election last December, and we have a splendid set of officers, as we always do here. We have taken in three new members up to the present. There is plenty of material for more, and we have a few more empty chairs which we would like to fill, so, sisters, get busy.

We were sorry we could not send a delegate this year, but we did not feel financially able to do so. However, our Division was represented, as several of our members attended the convention.

We have dispensed with one meeting a month and instead have monthly socials which are helpful both socially and financially. We hope to have a bazaar in connection with our annual banquet this fall.

Sisters Woodruff, Frear, and Short, who have been away, have returned home much improved in health.

Sister Frost has moved to Kansas City. Sorry to lose her. The best wishes of Monett Division go with her. The members of this Division met and presented the past president with an emblem pin.

DIXIE.

## Kansas City, Mo.

It has been some time since Division 68 has been heard from, so will try and inform readers of the CONDUCTOR that we still flourish, notwithstanding the extreme heat. We are glad to announce that the Division is in fine condition and growing slowly but surely. We have a fine set of officers, and all are untiring in their efforts to make the Division work a success.

Our guard, Sister Madison, had the misfortune to have her right limb broken in two places, but am glad to say she is improving and we hope she will soon be able to be with us again.

Sister Woodcock, who has been in California for the last two years, is with us again, but only for a short visit.

Our delegate is home again from the Grand Division with glowing reports of good times and much work accomplished.

It has been suggested by some of our members that we call off our meetings during the warm weather. We sincerely hope such will not be, as we feel that in order to keep up interest we should meet regularly. The summer will quickly pass away, in fact too quickly for most of us.

We were glad to be able to assist Division 55 in their memorial service, and from the report given by the secretary of Division 55, it was a great success. These are sad duties, but when duty calls, the conductors of Division 55 are ready. Our Division feels grateful to Division 55 for many courtesies received from them, and in our weak way we are always willing to serve them.

Sister Woodcock informs us she is going to transfer to Fresno Division. We can only feel that our loss will be their gain.

Our sick sisters are all improving. Sister King was with us last meeting.

We wish to extend our congratulations to Sister Goodspeed upon the arrival of a little daughter. Brother and Sister Goodspeed are now living in Louisiana. We wish health and happiness to both mother and baby.

To our other out-of-town members we extend greetings, and hope that when you are in town you will not forget us at Tenth and Walnut streets, on the first and third Thursdays at 2 p. m.

MRS. HARRY SHEPP.

### New Haven, Conn.

Home again after our trip to the "Hub," and we shall always look back with pleasure to Boston, "as through its crooked streets we longed to roam," and meet and greet the many friends who wore the badge of recognition. It was the mecca of thousands who have now gone back to their homes with the memories of the days of long ago when our forefathers fought and fell for liberty's cause. New Haven was well represented, for a merry party left here together and remained with each other until the end of the convention. We were pleased to add Brother Wurst and wife, of Cedar Rapids, to our list, and hope to meet them in 1911. Brother Ed. F. Sinclair, of Division 317 piloted us through Boston, and as a guide he has no peer. He is president of the "Don't Worry Club," and of course we followers had no chance to worry.

Our president and delegate, Sister Macfarlane and Brother Macfarlane celebrated the twenty-fifth anniversary of their wedding; the New Haven party were invited to a tempting supper, and all joined in wishing the couple many years of health and prosperity.

All the side trips were taken, and the trip to Portland, Maine, was very much enjoyed, as we viewed the beauties of the "Pine Tree" state—Brother Jacks, of Moberly, Mo., was with our party on that trip. Harvard University was visited in company with Brother and Sister Davis, of Houston, Texas, and therefore we are "old college chums."

Sister Hutchinson, of Division 200, our faithful friend and adviser, was elected to

the office of Grand Secretary of Insurance, and we extend our congratulations and trust she may live to fill this honorable position for many years.

Jacksonville has won the prize for the 1911 meet and they worked hard to get the same. We all hope to be with our southern friends, "where the sweet magnolia blooms." My last trip to Jacksonville was tinged with sadness, for, as a mere girl, I went to your sunny land and brought my feeble brother home, north, to die in the arms of his sainted mother, so dear Jacksonville, my heart is always with you and with the brother who made "his last run," and in 1911 if I can, I shall go once more to your dear city, and I shall reach out and clasp your outstretched arms of welcome even though I see through a vista of clouds the face of the loved one who sought health in your sunny clime.

Dear friends, my heart is with you still, God grant we meet again in Jacksonville.

MRS. LOUISE B. FLANIGAN.

### St. Louis, Mo.

In making my debut and entering upon my duties as correspondent for St. Louis Division 11, to which office I have been elected, I do not expect to set the world on fire, but will try and let all sister Divisions know what is going on in Division 11. At our last meeting we had the pleasure of hearing the report of our worthy delegate to the grand convention read, which was received with great pleasure by all members present.

We expect to give an apron bazaar soon, which will certainly be a success.

We are still taking in new members and expect to continue doing so.

As the summer season is upon us, we expect many of our worthy members and families will be going away to seek a cooler resort for the heated term, where we wish them much comfort and pleasure.

MRS. L. MCGAVIC.

### Hinton, W. Va.

Greenbrier Division 269 was organized March 12 by Sister J. R. Johnston, assisted by Sister Gillmore, both of Bluefield. We met at 2:30 p. m. at the Big-4 building—which is a magnificent structure, and all the railroad orders and their auxiliaries meet in its splendid halls—and enrolled thirty-two charter members, which Sister Johnston thought a fine beginning. We have enrolled eight new names since we organized and we have a few more promised for the near future. We think there is a bright future ahead of us if officers and members as well will attend regularly. Sister Johnston gave us some very interesting talks along the different lines of work

which we hope soon to understand and be able to carry out more fully. On the evening of March 13 the ladies gave a banquet in honor of the visiting sisters, which was very much enjoyed by all present, after which we bade Sisters Johnston and Gillmore good-bye, hoping to meet them again in the near future.

Sisters, I am sure after reading Mrs. Louise B. Flannigan's letter we will all have New England fever, which only a trip to Boston can cure.

New River Division 140 lost by death one of its oldest and most honored members, Capt. A. B. Sweeney, who died suddenly March 1 of heart failure.

We are glad to report that Sisters Griffith and Helms are both improving after having been seriously ill.

Brother and Sister Harrison, who are living at Cloverlick on the Greenbrier branch, were visiting old friends last week.

And now, before we write again, the convention of 1909 will be a thing of the past, but I close hoping that all whose privilege it was to attend may bring the memory of a happy time and a good report to their Division.

MRS. LILLIE HARTSOOK.

### **Terre Haute, Ind.**

As a letter is due the Journal from Prairie City Division 237, will make an effort to let you hear from us.

Sister Knott, our former correspondent, has left our city with her husband for their western home.

While we have had much difficulty in keeping our officers this year, we are progressing very nicely and have added five new members so far, with more to come.

We have also organized a social club, meeting every third Wednesday in the month, each member entertaining in alphabetical order, and each one paying ten cents each meeting, which we add to our treasury.

The home of Brother and Sister Williams has been blessed by a little girl coming in their midst.

MRS. T. R. AIKINS.

### **Macon, Ga.**

As it is now time for Edgar E. Clark Division 174 to be heard from again I will endeavor to write my second letter. Our delegate has returned from the grand convention and reports both a pleasant and profitable trip and says the Boston people were perfectly lovely to her.

Our Auxiliary and the auxiliary to the B. L. E. united and gave a picnic at lovely Beech Haven on the twelfth of June. We carried a good crowd, having eight coaches well filled. Our program for the day was music, dancing and games, and we gave prizes for winners in games and contests.

Our president promised us a treat if we would beat the other side, which we did, in everything. One of our sisters sold forty tickets. Even the conductors beat the engineers in the tug of war, which was very laughable indeed. It seemed that everybody entered into the occasion with a spirit of fun and frolic and a jolly good time, and after all expenses were paid each side realized a snug little sum to swell our treasury.

We celebrated our sixth anniversary on the fourth of March last, with refreshments and games. In the midst of our gaieties I chanced to glance up on the wall; there my eyes beheld our charters, Division 174 and Division 123, each draped in mourning, and I thought what a peculiarly sad coincidence; will it ever happen to any Division again, each charter, that of our own and that of our brothers' draped for Brother and Sister Daursey, husband and wife.

We extend to Brother and Sister Brannen our sincere sympathy in the loss of their little darling; we know how sad it is by experience.

Division 174 is growing and losing. We lost one by death, but have gained two this year. I will close, wishing all Divisions success.

MRS. B. F. RUMMEL.

### **Knoxville, Tenn.**

Willing Workers Division 144 is getting alone fine; had a good attendance at our last meeting and we're going to have a social in the hall next week and want everybody to come and bring some one with them. We have planned to have most of the socials in the hall this summer, and I think we will enjoy it more on account of knowing that it is not making so much work for any one person. While we all know there is nothing nicer than to go and spend an afternoon in any one of the sister's homes, we can't help knowing how much work it makes for that one; while if we go to the hall, we all join in and make the work light.

Our president, who has been away for so long, as it seems to us, will be home in the near future.

MRS. L. M. BELEW.

### **Freeport, Ill.**

Division 154 held a special meeting June 4 in order to get the reports of the convention. Sister Stewart, our delegate, reports a fine and enjoyable trip, and says she enjoyed the convention very much and gave out a very interesting report, one of the most interesting that the Division has yet received. After the meeting ice cream and cake was served, which was enjoyed by all.

Death has again entered our circle and taken from our midst one of our dear, beloved sisters, Sister W. G. Plumb. She was

a kind and loving wife and mother and a sister always ready and willing to do all in her power for the good of the Order. The family has the heartfelt sympathy of all the sisters in this their hour of deepest sorrow. It is God's will, not ours; she is now at rest in that beautiful home where there is neither sorrow nor pain. LOU JAMES.

### Toronto, Ont.

As it is some time since a letter has appeared in the CONDUCTOR from Division 78, I thought it my duty to let you know that we are still doing business and taking in a new member now and then. We do not have a great number come out to attend our meetings and would like to have more if they would only take an interest and come. Of course, we know there are some who cannot come and we excuse them, but for those who can come and wont come, there is no excuse.

Sickness has visited some of our sisters' homes and I am very sorry to say Sister White is ill in the hospital, and Sister Klophehl, also, is very sick. I assure you, dear sisters, you have our best wishes for a speedy recovery. I hope you will soon be with us again.

Our ladies had their annual picnic last week and all enjoyed it very much. We had seventy-five guests, but were a little shy of men, as usual. I am pleased to say our president got a prize for running a race; I wont say what race.

Now, sisters, do get busy and make an effort to get to the meetings. If you can't do anything else, be there to answer president to the roll call.

CORRESPONDENT.

### Weehawken, N. J.

In accordance with our usual custom, Franklin Division 245 again sends forth its quarterly greeting to the sisterhood of the L. A. to the O. R. C., through the medium of this much appreciated fraternal magazine.

Our Division was well represented at the convention, there being seven members in attendance, including our president and delegate. All were unanimous in praise of the reception extended and the entertainment furnished by the good people of Boston; and all expressed warm admiration for Mascot Division. The various excursions of pleasure and to places of historical interest have already been described by abler pens than mine. One of the pleasing business features of our meeting following the convention was furnished by the reading of her report by our delegate, Sister Franklin.

Our Division held its second annual memorial service June 13. This sad and impressive service was faultlessly exemplified.

After the service, Sister Hutchinson, who was with us on that occasion, addressed those present in a few sweet and touching remarks. Brother French, chief of Division 312, also addressed us in a few well chosen words.

Division 245 has a strong feeling of gratification and pleasure in the fact that our president, Sister Emmet, has been appointed deputy of this district. We know that she fully merits the honor conferred upon her, and is capable of performing all the duties of the office to which she has been appointed.

Women, sisters, women workers, "ever reaping something new;  
That which they have done but earnest of  
the things that they shall do."

F. A. U.

### Portsmouth, Ohio.

We think it time the Journal has a letter from our little Auxiliary in Portsmouth. Swastika Division is a real lively youngster; we give a social twice a month, and have meetings twice a month. On April first we celebrated our first anniversary, which was well attended and enjoyed.

Our president attended the convention at Boston and brought back a fine report, which was both enjoyable and instructive to those who did not attend.

We have a candidate for our next meeting and think we will get more soon.

I was reading a letter in one Journal from a sister who says that some are jealous of the way things go in the lodge room. Don't be jealous, sisters, it only causes hard feelings and maybe the other sister is trying in her own way to do as near right as you would were you in her place. I think we would get along so much better and surely be happier if we helped instead of knocked, so above all, don't be a knocker, for we all, yes, every one, have trouble enough without the knocker in the lodge. I wish every auxiliary good luck.

MRS. WM. WORKMAN.

### Chanute, Kans.

Ruby Division 246 passed the annual election and installation of officers and started upon the work of another year with enthusiasm. The Division is progressing nicely, having initiated several new members the past year, and two new candidates to be balloted on at the next meeting. The meetings are held in Odd Fellows' hall the first and third Fridays of each month, and all visiting sisters are invited to attend. We have good attendance and the meetings are very interesting.

Since our last letter a little conductor has come to the home of Brother and Sister Markle.

The members of this Auxiliary were invited to a surprise party for Sister Lacy on her tenth wedding anniversary. It was a complete surprise, as Sister Lacy had retired at an early hour, which fact caused much merriment among the guests.

Sister Snyder, our secretary, was also surprised recently, the occasion being her thirteenth wedding anniversary. Sister Lee presented her with an auxiliary pin from the members of Ruby Division. After a pleasant afternoon, refreshments were served and all departed, having had a jolly time.

During the past year Sisters Hooping-arnier, Travis and De Bruler have moved from this Division. We miss them from our meetings and will be glad to welcome them back again.

ROSE STAUFFER.

### Fresno, Calif.

It is not because Yosemite Division 219 is dull that we have had no letter in the CONDUCTOR this whole season, but rather because we have been so very busy with other branches of our lodge work. Early in the season our president, Sister Lowe, and our vice-president, Sister Speak, were both very ill and all social affairs were suspended until they were on the high road to recovery. Then came election of officers, and with Sister Holcomb for president, Sister Morse for vice-president, and Sister Sewell for secretary and treasurer, we have been up and doing. We entertained all ladies eligible to our Order whom we knew to be in the city, together with the ladies of the G. I. A. at an afternoon tea, held in the lodge room. Cards and an exceptionally fine musical program amused the guests until refreshments were served. Soon after the installation of officers, Mrs. Stewart, who is a member of Eschscholtzia Division 191, invited the members of our Division, also a few eligible ladies, to a card party given at her home in honor of our past president, Sister Lowe, and retiring secretary, Sister Wilson. Sister Stewart is a charming hostess, and has a dainty little home which for this occasion was decorated with beautiful roses and other flowers all in the colors of our Order. Delicious refreshments were served, after which Sister Sewell in a few appropriate words presented each of the guests of honor with an emblematic pin as a tribute to their official services.

Our private affairs had been so successful that we became ambitious to do something on a larger scale, and on May fifth we gave our first annual ball in Armory Hall. Ninety couples fell in line for the grand march, and with a comfortable crowd for the size of the hall, excellent music, and a perfect evening for dancing, our ball was a great success both socially and financially.

Now summer is down upon us and we have all arrangements made for a social

dance to be given in the pavilion at Recreation Park on the evening of June seventeenth.

While our Division is still small, we have admitted several new members by transfer and have still others to come in before we disband and go our different ways hunting cool breezes and rest and recreation during our warmest weather. But it is characteristic of our Order that when (as nearly always happens with our members) we accidentally run across each other in mountain retreat or surf-bathing at the beach, our pleasure is genuine, showing the real affection that binds us together.

N. E. W.

### Los Angeles, Calif.

Echo Mountain Division 267 is now six months old. We have closed our charter and have forty-five members. Our affairs are in a prosperous condition and we feel greatly elated over our success as a new Division. We have given several social entertainments, which have been successful both in a social and financial way. At our meeting March 15, we initiated six new members. After the close of the Division we served refreshments and had a general good visit. We feel very proud of the good attendance and the interest shown by each sister, as they all are working for the good of the Order.

We have been made very sad by the sorrow that has come to one of our sisters by the accidental death of her husband. I feel like thanking each sister personally for the interest and sympathy shown; they were ready with willing hands and loving words to lighten the burden of our bereaved sister.

Our delegate to the Grand Division has returned and reports a very interesting and instructive meeting. Our president also attended the convention and they tell us the Bostonians certainly know how to entertain, but they say the famous Boston baked beans are no better than we have at home. We decided to give them a surprise on their return, also a small remembrance to our delegate to show her how much we appreciated the work she has done and is doing for us. At our first regular meeting we assembled in the hall and as they entered the door we all cried welcome. We had the room beautifully decorated and each sister carried a bouquet of white carnations. Our worthy chairman of the executive committee, with a few well chosen words, presented the gift we had selected. After a speech from our president, which was to the point, we settled down to the regular order of business and when that was completed we served light refreshments and had a social visit. I will close with a wish that all Divisions may have the same congenial spirit that ours has.

NELLIE G. HAMILTON.

**Altoona, Pa.**

Lakemont Division 88, of Altoona, Pa., is working just as hard as ever. We have taken another in our circle of friendship, and we trust that by the end of the year we will have the pleasure of taking in a few more members—always room for more. If the wives of members of the Order only knew what pleasant times and enjoyment we have at our meetings I am sure that they would not hesitate and would join our happy band.

During the past few months many of our sisters' homes have been darkened by death, either parent, brother or sister were called from earth to their heavenly home.

I shall know the loved who have gone before  
And joyfully sweet will the meeting be  
When over the river, the peaceful river,  
An Angel of Death shall carry me.

Sister Bowen, who was elected delegate to the Boston convention has returned with one of the grandest reports that was ever read at the Division. Having seen several good sketches given by the brothers of the O. R. C., I shall not attempt to give a description of the wonderful things seen and enjoyed on our trip to Boston—it is a grand city. A sister said every time she

tried to go out for a walk she met herself coming back, and we couldn't even depend on the state house for a pilot, as they were in the habit of turning it around; but while we had our little difficulties in getting around, we enjoyed the city, and the people of Boston were never too busy to give us any information desired, and our work was very interesting; so much, that we really forgot to be tired. I wish every one of our sisters could have seen the white floor work given by the sisters of Mascot Division; words cannot describe it, for it must be seen to be appreciated, and then the work of the sisters was remarkable, being done without a mistake.

Sisters, why can't we all do our work like this? They have their work memorized and practiced to perfection, and we are just as bright as they. Let us try.

We had the memorial service at the convention, which I am happy to say Division 88 has adopted, and we expect to join with our brothers on next Memorial Day. It is a touching as well as a beautiful service and worth our earnest attention. And now, sisters, I hope that our work, which we try so hard to make a success in every way, will prove satisfactory and beneficial to our Order.

MRS. A. C. AURANDT.

**The Lovable Man**

DETROIT "FREE PRESS."

He's a lovable man with a heart like a child,  
There is love in his speech and his manners are mild;

As gentle and tender and simple and true  
As ever your sweetheart appeared unto you;

Yet he's forty, I'll swear  
There is gray in his hair;  
His face has been wrinkled  
By worry and care;

Yet his heart is as young and as light as a boy's,  
He's a man who today can get fun out of toys.

He laughs with his friends and he shares in their woes,

With the pure joy of living his countenance glows;

He romps with the children and chats with the men,

As though he was living his boyhood again.

Yet sorrow he's known,  
He has grieved all alone,  
And this by his clothing  
Of black is well shown;

Yet his heart has rebuffed all the cudgels of care  
And the world is still good, there is joy in the air.

Time hasn't dulled his enjoyment of fun,  
And trouble and grief haven't clouded his sun;  
He's suffered the blows that the world has to give,

And bravely has borne them, just happy to live;

As gentle and kind  
And as simple of mind  
As any young light-hearted  
boy you can find,

He shares in your pleasures and soothes when he can

The heart that is aching—this lovable man.

# The Order

This Department is a Forum in which the members can discuss matters of interest to our Order and its members. The editor does not assume responsibility for the ideas expressed by the correspondents to this Department. Personalities, intolerant expressions, detailed descriptions of entertainments or funerals, lists of committees, and matters of purely local interest can not be used. News and communications upon matters of general interest are cordially invited. Write on one side of paper only. No communication will appear unless the name of the author is furnished us. Communications for this Department should be in this office not later than the 15th of the month for use in the following month.

## We Must Have a Fire-Proof Home.

The disgrace of having our poor disabled brothers of the rail in those tumble-down fire-traps is to attach to the brotherhoods of railroad men no longer. The "die is cast." The largest of those old buildings is already torn down to give place for the foundations which are now being laid for a commodious four-story fire-proof building with all modern appliances, and the contract let binding the contractors to have the building ready for use by the first of November, next. The board of managers of the Home has ordered the trustees to go ahead; we have faith in railroad men. I, as president of the board have proof that faith in them is not misplaced.

One time, some eight or ten years ago, we were warned out of the house called the "Annex" because we had not the money to pay the interest on the mortgage against it; there was not a dollar at that time in the treasury. The writer advanced \$2,500 and received a deed for the property, knowing full well that as soon as the boys understood the facts they would raise the money and pay me. This was done in less than a year's time. It was hard times then. The brotherhoods then were much smaller than now.

We shall need about \$75,000 in addition to what we now have, but what is that amount among 250,000 railroad men when a suitable home for their destitute and disabled brothers is at stake? It would be an insult to every brotherhood man to doubt for a moment that they would raise it. If every one could be reached and appealed to personally it would mean only about thirty-five cents from each to make the amount needed.

We already have \$30,000 and we have started the work on this and on the faith that we have in brotherhood men. We know they will respond. This letter goes to every brotherhood man through the columns of the several railroad journals. This appeal should raise at least \$150,000. No brotherhood man would be guilty of giving less than fifty cents, most would give at least a dollar and many would give a five dollar bill. The over-plus would come in good play as a maintenance fund. The ladies' auxiliaries will all unite to help gather in this money and send it in.

The boys themselves, aside from what

they each individually give from pocket and what their lodges and Divisions will surely give from their funds, have other means of making collections from merchants and other business men who depend upon them, but if these latter are to be solicited it should be with a great deal of care and under the direct supervision of the lodge or Division, as there are many dishonest persons about the country who are constantly collecting funds pretended to be for the benefit of the Home and who will take advantage of our plans to impose upon our friends who are willing to aid us. Keep a sharp lookout for this class in every community.

I want the men to be perfectly independent and have it to say that they themselves have done this work, especially when it can be done by so little a sacrifice to each individual. Let me suggest that the men say to themselves, "I will deny myself one cigar a day for a week, and give its cost to the Home."

My dear brothers of America and Canada, you have honored me with the presidency of the Home ever since its inception some twenty years or more ago. You all know that I have given a great deal of time and labor for it. This time and labor, you also know, has been freely given. I am now past my eighty-sixth mile stone of life. It is probable that this is my last appeal to the brotherhood men on this continent, but here is one favor I want to ask of you all. Should I live to another birthday, I would like to celebrate that day under the roof of this long-hoped-for Home for our disabled and destitute brothers. Then I think I can say with good old Simeon, "Now lettest thou thy servant depart in peace, for mine eyes have beheld the long-sought home for the country's most faithful servants."

L. S. COFFIN,  
President.

Ft. Dodge, Iowa.

## St. Paul, Minn.

Herewith find clipping from the Nebraska State Journal under date of June 15, 1909, reproduced from the Railroad Age Gazette. It was brought to my attention by members of the Order in the state of Nebraska with the request that I reply to it:

"The growth of the train auditing experiment within the past year or so has

some rather interesting economic and sociologic aspects. The train auditor is employed on passenger trains not because the conductor is too busy to collect tickets and fares, but because, amid the perplexities of his manifold duties, he does not always find time to turn in to the company all the fares which he collects. This is a direct and simple statement of the situation, untangled by the phraseology of diplomacy. The conductors have not done their work satisfactorily; hence additional men are employed to do it in their place.

"It is true in all other businesses that a man who does not do his work satisfactorily will, before long, find somebody else employed to do it. But the extraordinary feature of this conductor situation is that the displaced men still retain their positions and their former pay. This is so different from ordinary commercial practice that it is worthy of discussion.

"It is usually customary to bond fiduciary agents in all employments where considerable sums of money are handled by individuals. This is a commonplace with the bank clerk or with the state treasurer, but it is extremely difficult to apply in the work of conductors because of the absence of direct proof of loss. Where a conductor gives a receipt he does not steal the money; but there are ways to "knock-down" in spite of the rule requiring receipts, and a dishonest conductor finds them. The only way that a superintendent can check petty pilfering of cash receipts is to send around a spotter, who rides on the trains, pays cash fares, and reports where he has ridden and what he has paid. If the general office fails to receipt the vouchers for these payments there is the chance that the spotter and not the conductor has been the dishonest party. Proof is impossible.

"Yet the fact is noteworthy that certain roads have found that they could increase their cash receipts as much as twenty-five per cent by employing train auditors. Some roads that have tried this expedient temporarily have found that the aggregate of cash fares gradually fell off again after they discontinued the auditor's services.

"The pay of passenger conductors averages around \$150 a month, flat. Train auditors are generally paid \$100 a month, plus \$1 a day expenses. The conductor is presumptively a higher class man than the auditor, and hence open to suspicion; but when the train auditor is suspected he can be discharged with formality. Unfortunately, the superintendent has no such power in the case of the conductor. The conductor belongs to a strong union, and must not be discharged without cause. Yet, as has been said, the specific proof of dishonesty, which the brotherhood asks for, is almost always impossible to obtain. Hence the curious anomaly has arisen of the em-

ployment of a lower grade man to do the fiscal part of the conductor's work, simply because he can be discharged on suspicion, whereas the conductor cannot be discharged. In spite of the fact that train crew wages are materially increased thereby, the saving has a good deal more than paid the train auditor's wages on the roads that have tried the experiment.

"The situation is a very discreditable one. It is bad discipline and bad morals for a railway to continue in service a body of men which, as a body, it cannot trust. Moreover, this procedure casts a stigma on the large majority of conductors in the service—able, honorable men whose honesty is unquestioned. It looks as if the conductor's brotherhood ought to be considerably more interested in this situation than any other party to it. The brotherhood is not intentionally taking the position of shielding dishonesty, but this is what it comes to, and it is a very bad position to be in. The brotherhood has made it so difficult for an unfit man—even when he is conspicuously unfit—to be discharged on suspicion, that all of its members who run passenger trains, no matter how scrupulously honest, have to be classed as black sheep and have to be denied the responsibility of handling company's funds! Can there be any possible doubt that it is to the interest of the conductor's brotherhood to find some way of removing this stigma?"

The revival of the train collector experiment has the same economic and sociologic aspects that it always possessed. True, some railroad systems are about to experiment for the first time, systems that have been the most successful from an economic and sociologic standpoint during the fifty or more years of their remarkably successful careers. It is not easy to see the wisdom from either standpoint of such an experiment with the advantage of the experience of the other systems in their possession. The train collector system has always been a failure and history will repeat itself until the sociologic conditions are thoroughly and honestly appreciated and the proper remedy applied.

Some years ago a general manager, "now deceased," employed a collector whom he said he had known from the ground up, and told some conductors that he could trust him implicitly. This was highly satisfactory to the conductors. He was eventually taken off but the showing made was never made known to the conductors, and no conductors were discharged. Shortly after he was taken off he engaged in the real estate business and soon afterward was arrested, accused of embezzling \$1,400 sent him for investment by a widow. This collector was a member of no order that I am aware of, but if he was honest when he entered the realm of Jollytis or I'll-get-your-

Jobitis, some one is to blame for his downfall.

Taking up the discussion opened by the Railroad Age Gazette a few questions must be permitted.

1st. Why is it that one department of a railroad company should be embarrassed or annoyed by the enforcement by the passenger conductor of the rules of another department, or departments, as for instance, why should a shipper at a competing point expect or demand special privileges from the passenger conductor on a cash basis when a passenger on such train, and why should it be necessary for one department to send a representative to said shipper to placate him because the rules of another department required him to pay full fare and ten cents additional? Again, why should it be possible for the so-called prominent citizen, or big shipper, or a combination of them, to demand that a passenger conductor be taken out of the passenger service because of loyalty to his employers? In one instance where such demand was acceded to the conductor served a seven years' sentence on freight. All the comfort he received in that time was the information that if the general manager had known him better he should not have acceded to the demand. The conductor should not complain, however, if he gets through a railroad career and contracts nothing worse than the plague.

2d. If such demands as the above are to be recognized, how can a passenger conductor's service be considered satisfactory when scrupulously honest and trustworthy?

3d. Why do people report paying fares to conductors when they do not do so?

4th. Why is it that so-called bond companies, detective agencies and spotters pay particular attention to the honest and loyal conductors, resorting to subterfuge and concentrating all their energies in an effort to encompass their downfall, regarding such an achievement one of their greatest victories?

5th. Why is it necessary to extort a confession from the accused before discharging him, by promise of immunity specified or implied?

6th. Why is proof of a conductor's dishonesty impossible?

7th. Why has not some plan been evolved that will enable a conductor to detect an impostor among the passengers with some degree of certainty, thereby protecting himself against suspicion or the charge of collusion?

8th. Will not any superintendent tell you that the scrupulously honest and trustworthy passenger conductor is a thorn in his flesh?

9th. Do you insist, Mr. R. A. G., that the brotherhood makes it difficult to discharge a conspicuously unfit man?

The motto of the Order of Railway Con-

ductors is fidelity, justice and charity in perpetual friendship—with emphasis on charity—justice demands proof. Instead of the so-called dishonest passenger conductor finding a way to be dishonest, the difficulty lies in resisting the dishonest demands made upon them daily, and for which they receive little or no credit. You are correct, Mr. R. A. G., when you say that the large majority of conductors in the service are honest and trustworthy. In this respect the Order of Railway Conductors will yield to no body of men, not even the highest in the land, the United States senate.

Ordinary commercial practice has absolutely nothing whatever to do with the situation and such comparisons only bespeak unfamiliarity with the actual conditions which confront the passenger conductors daily. Conceding it to be a strictly fiduciary proposition, two parties alone are legitimately interested, the brotherhood and the railway companies. No third party can operate between them and accomplish what both are and have been striving for years to establish. Big men are needed on the job on both sides. Big men are not actuated by selfish or mercenary motives or dominated by prejudice. Referring to the twenty-five per cent showing claimed for the collectors, assuming it to be correct, indefinite though the statement be, how will it analyze? Consider, if you please, a system whose passenger earnings amount to \$2,000,000 annually, contributed by say 100 conductors. This would indicate that each conductor's income would amount to \$5,000 annually without his salary. Surely if this was true, a conductor dismissed after one, five, ten or twenty years would not be seeking employment flagging a crossing, or a job in a switch shanty the day following dismissal. Again this twenty-five per cent showing must be discounted because of the fact that it is merely a periodical test. No doubt conductors' reports will equal this and perhaps exceed the collectors' returns for certain periods. This would be due to the fluctuation of business. It should be discounted again by the fact that the collector gathers up more one-half fares from children over five years of age than do the conductors. Also care is taken to have collectors cover the best revenue trains, fearful that the conductors may discount them, and lastly, allowance should be made in favor of the conductor as a result of the conductor and collector working together as per instructions.

The purpose of the publication of the R. A. G. article is not very clear. It is quite clear, however, that the entire responsibility is placed upon our organization. The initiative has been taken by the brotherhood and some progress is made notwithstanding the embarrassment caused by the train collector system and other obstacles—as for in-

stance the refusal of the Chicago Wage Conference to grant the passenger conductors the same increase given all other employees represented. Also the difficulty encountered in the opposition to any reform movement by the self-styled bond companies and detective agencies. Reason for this opposition is found in the fact that if a complete reform was established these institutions would be deprived of their occupation like "Iago." It is not impossible, Mr. R. A. G., to discern a wail in your article, probably inspired by the exposure of a conspiracy on the Great Northern system, on which the bond company is established, by the brotherhood which resulted in not only the reinstatement of the members discharged, but full pay allowance while out of service, amounting to several thousands of dollars. The wage statement in your article is a trifle misleading. The maximum monthly wage of passenger conductors on a few systems is \$150. It does not reach that on the majority of systems, and part of that is taken to maintain the bond company on the system. The minimum monthly wage of passenger conductors on many systems is down in the neighborhood of \$100 and expenses are not allowed them at all. The collector's wage scale is all maximum. As I stated before, the brotherhood has taken the initiative in the reform desired by all and the full accomplishment of it lacks only the co-operation of the railway companies.

The conductors will not experience an attack of hysteria in the event that a collector should be placed on every train. They will view it with perfect complacency, and rather hope that they may have the benefit of them during the summer months especially. There is only one unpleasant effect of the train collector, and that is that it advertises to the world that conductors are dishonest and untrustworthy. The accusations of the public, both when on and off duty, have in a measure prepared the conductors for the new humiliation of being denounced publicly through the daily papers.

It is not believed that any operating official is responsible for the R. A. G. article, or those now appearing in the daily papers. Rather it is believed that it is the work of those self-styled bond companies and detective agencies and other criminal producing factories and criminal protective associations whose occupation is threatened by the Order of Railway Conductors' demand for proof. No system of railroad enjoys public confidence and respect to a greater extent than does the Omaha, Chicago & Northwestern, and C., M. & St. P. There must be reason for this and if the confidence and good will so long maintained between employers and employees is not the chief factor, I do not know what is. This good will was demonstrated not only by the

conductors on these systems upon the occasion of the last wage conference at Chicago, but also by the members of the entire brotherhood, covering the full period of its existence. In return for this loyalty and conservatism the passenger conductors are given the short end of the deal and unjustly discriminated against. The controller of the Omaha Road told the writer that he had found that the reports of the collectors and conductors were just alike and said that he believed that the Omaha had the best class of employees in the country, and also that he believed it had the best class of passenger conductors. I'll lay a wager that the expression of this wholesome sentiment inspired a wholesome opinion of himself. The writer thanked him and replied that it would be a great pleasure to convey this compliment to the employees and passenger conductors. This, gentlemen, is what leads to and awakens responsiveness, while the policy of public denunciation leads to and stirs up resentment. When a policy is inaugurated and maintained, having for its purpose injury to the character of the employee, the reputation of the road will suffer injury as will also discipline. You are correct, Mr. R. A. G., the situation is a discreditable one and is well calculated to perpetuate bad morals and disturb discipline. It is not possible to convince the employees of the Omaha and Chicago & Northwestern systems that the policy of that peerless railroad president, Marvin Hughitt, which has been so successful both from the standpoint of economy and sociology, can be improved upon. Gentlemen, our side rests.

With compliments to the Railroad Age Gazette, the Nebraska State Journal, the Chicago Tribune, and the St. Paul Dispatch-Pioneer Press. D. E. HASEY.

### Conway, Pa.

The many friends of the CONDUCTOR will be interested to find a letter from Conway Division 552. This being our birthday, we take pleasure in making our debut in the columns of THE RAILWAY CONDUCTOR while in our swaddling clothes. On Monday, June 14, Brother S. C. Cowen, of Division 51, Tyrone, Pa., acting as deputy, with the assistance of a goodly number of brothers from Divisions 314, 177, 114 and 64, organized Conway Division 552 at Freedom, Pa., with forty members, twenty of them transferring from neighboring Divisions and twenty new members who had signed the petition for the charter. This point gives fair promise of being a productive field and we expect to double our membership in the near future. Conway is the largest classification yard in the United States and is located on the eastern division of the P. F. W. & C. Ry., twenty-two

miles west of Pittsburg, Pa. The car capacity of this yard, as near as can be estimated, is 15,000, and at the present time there are a total of 137 crews who terminate at this yard. There are twenty-five pool crews located at this point, and it is a terminal for thirty-seven C. & P. crews, thirteen E. & P. crews, twenty-one P. Y. & A. crews, twelve Crestline Crews, nine West Penn. crews, and twenty Youngwood & Brownsville crews.

Now, from the above statement, there is no reason why Conway Division 552 should not have a good attendance of visiting members. I heartily extend this invitation through the columns of the CONDUCTOR to all brothers traveling this way, that they are always welcome and will find an open door and a hearty grip at our meetings. Brothers, let us uphold this beloved Order, as it is founded upon righteousness, and to deliver discipline when it is deserving, and be ever ready to forgive the erring one when he shows that he has truly repented of his wrongs and always maintain the high moral standing of the Order of Railway Conductors.

Just one more word, then I will close, and that is, we want to offer many thanks through the columns of the CONDUCTOR to the ladies for their kindness in serving lunch for the occasion, which was appreciated by every one present. H. J. FULTON.

### Camden, N. J.

The members and friends of Camden Division 170, Order of Railway Conductors, met in the auditorium of the Pennsylvania Railroad Young Men's Christian Association building Sunday afternoon and held a memorial service in commemoration of departed brothers. Despite the storm, the members and friends turned out well. The occasion was one to be remembered, from the fact that as the names of departed brothers were called, some member of the committee spoke of the influence their life and character had when associated together on the railroad. As the people were gathering, Miss Velma Robbins rendered several selections on the piano. Brother C. B. Wack, chief conductor of Camden Division 170, opened the exercises with a few well chosen remarks, after which all joined in singing the well known hymn, "Blest Be the Tie that Binds," led by Brother R. H. Robbins. Brother W. E. Brown, passenger conductor, of Atlantic City, led in prayer, Mr. W. H. Cox, general secretary of the Pennsylvania Railroad Y. M. C. A., rendered a solo, and the Haddon Male Quartet sang several selections fitting to the occasion. The address was given by Rev. E. J. Kulp, who spoke very feelingly, making one feel as though the speaker was acquainted with railroad conductors and the service they have to perform. The chief

topic of his address was "Service." The occasion was one of great profit to the members and will be remembered for a long time. Some of the brethren traveled a great many miles to be present. Just before the close a magnificent bouquet of flowers, furnished by Mr. J. J. Burleigh as a token of respect and high esteem in which he holds railroad conductors—he came in close touch with them when trainmaster of the W. J. & S. R. R.—was presented by Brother J. T. Mason, past chief conductor, to Rev. E. J. Kulp.

Since the organization of Camden Division 170, March 9, 1885, forty-three members have died—there are only four members left who went in on the charter. The members of the committee and those responsible for the success of this memorial service were Brothers R. H. Robbins, W. E. Brown and J. A. Connell, J. W. Bodine, station master, Brother J. T. Mason, and Chief Conductor C. B. Wack. It is the desire of this committee to make this a better event next year and it is hoped that all the members will turn out and help a good cause. J. B. N.

### Rocky Mount, N. C.

As I have never seen anything in the CONDUCTOR from Rocky Mount, I have taken it upon myself to write.

On February 28 Brother Clark was here and organized Division 535. We are one of the youngest on record, but all we need is a little time. We can't expect to do it all at once. Some of our brothers are taking great interest in the work and attend regularly, while some I must say do not take the interest they should—after they realize what a great thing it is I am sure they will attend every chance they get. A number of our men are very young members in the Order. We meet the second and fourth Sundays at 10 a. m. If there are any visiting brothers in town we cordially invite them to attend and want them to feel at home with us.

We thought we would have Brother S. J. Brooks with us last meeting but he failed to come. We are delighted to have him with us at any time, as he always has something to say that makes the members feel good. We are more anxious to have him than ever, as he is just from Boston and we know he is loaded, and when he gets loaded right he generally shoots the big gun. We expect to have him visit us next meeting, so brothers, see how many will be out to hear Brother Brooks. He will appreciate it, and so will I.

Business is holding up pretty well, perishable freight especially. We are moving considerable merchandise, coal, etc, but of course, nothing like we would wish to see. We are making enough to live on—lots better than it was last year.

I didn't intend to relieve our correspondent of his duties, but wanted to let the members know that Rocky Mount Division 535 is doing well, considering its age. As we grow older we expect to grow stronger and be wiser and better O. R. C. men.

"WHITE BOARD."

### Cebu, P. I.

Everything in this part of the world is moving along nicely; every one seems to be looking ahead to free trade with the states and if the bill passes it is sure to make things in the railroad line lively here for the next few years. The Philippine Railway Co. has sixty miles in operation on the Island of Cebu, all sixty and seventy pound steel, iron and cement bridges, all depots are concrete, Baldwin thirty-five and fifty ton engines, all equipment is standard gauge, three feet six inches, American engineers and conductors and Philippine brakemen and firemen.

There are forty-two miles in operation and thirty-two miles under construction on the Island of Panay to connect Iloilo with Capiz—this is part of the 150 miles that will be built on that island.

We have very few Order men here. L. A. W. Nixon, of Division 159, is train-master, C. B. Teller, of Division 1, is general foreman of tracks on the Island of Cebu, Thomas P. Kerby, of Division 244, is a conductor on the Island of Panay, and J. P. Elliott, of Division 98, is running an engine on the Island of Cebu.

The company expects to start work on the Island of Negros this fall; the work on this island has been delayed on account of the company being unable to procure labor to go on with the work.

There are railroad men here from all over the world and at the present time there are more men than jobs. These men come here from Russia, Siam, China, Australia and Africa; most of them are English and are used to working on English roads under the block system, so are not desirable for roads working under standard rules.

The conductors and engineers that are employed here are all men that have fine records for bravery during the war here in the islands. Conductor Pete Wilson was one of the generals that led the Tuba sharp shooters against the Chinela Guinamoosers at the battle of Tellers Spur, causing a loss to the enemy of three tubs of rice and one bolo. Conductor Kocher was formerly captain of the Carabao and Chango Scouts and made a great reputation for himself and men at the battle of Butlers Barrio; it was at this battle that Lieutenant Butler tuck-boomed from his regiment and became a correspondence school air expert; received 500 on injectors and Major Patterson promoted him to the capacity of Maquinista. Then there is Conductor Jaquith, former Colonel

of the Igorotes, who, with ten men and Jones' bull dog, held Farnhams Heights against the Polahan head hunter, Van Bloakeham, who, with his glasses to his eyes, stood at attention for fourteen hours and three minutes waiting for an opening in the line between Dutches left and the ice box so he could cable Gooddales that the government expert had done his duty, and thereby the great news would be cabled to Washington and he would surely get the appointment as Captain of the Polahans at the opening of the heavy work on Negros.

Our terminal agent, G. P. Linden, has now gone into the hemp business, and is also running a railroad eating house and doing fine. As he also has the Tansan cornered on the parlor cars we expect to see him retire most any day and go by the German Mail to the fatherland.

We have a few others that have taken the double cross, but as I am afraid this will find the waste basket route, I will hold off on them till next time, and if we look good in print will try again. MINGLANILLA.

### Denton, Texas.

Even though I have remained quiet so long, am sure some brother will, when he sees my name or address, be constrained to ask "what is Brother Willis going to say?" To begin with I am going to say that my love for the Order is still occupying a high mark, though my attendance at Division is not so frequent. It was my pleasure to be present at the last meeting, June 28, and to occupy the junior conductor's chair. There were thirty-five or forty members present, with a visitor from Division 77 and one from Division 430. Our worthy and much loved chief, Brother J. A. Starling, took occasion to tell us that for fifteen years Division 57 had never failed to have a quorum and hold meeting. What other Division can say as much? Great credit is due our worthy chief and worthy secretary for this record. I am not positive, but I think our Division numbers considerably over 300. We have as fine a body of men as ever crossed the doorstep of any organization comprising this number, but there was a time when I would not have said this. I long to see the day when the declaration made by an applicant for membership shall be "the truth, the whole truth, and nothing but the truth." I am sure some brother will huff a little at this, so I will explain a little. You know that we declare "we are men of good moral character," or the three brothers who investigate us do, which is equal to the same thing, but do we always measure up to that standard? Our motto, "Fidelity, Justice and Charity," if lived up to will cut all the evils out. Get your dictionaries, hunt out each of these words and their references and apologize for your huff. The

brother who is not willing to do this ought to withdraw from the Order. Of all the men on this earth who ought to be consistent it is the conductor who is continually exposed to danger. "Life is uncertain, death is sure;" "after death the judgment."

Brothers, I want you to lend me your help in a matter that is sure to put bread in the mouths of many a poor child and clothes on its back and the mother will be included. I want you to help me run the saloon out of Texas. If you will, I will be willing to say that you are true and loyal members of the Order, and if you are, it can be truthfully said that you are.

Read on page thirty-two, section twenty, of the new Constitution of the thirty-second Grand Division, and on page thirty-six, section thirty, and let me know how you can refuse me.

"The use of alcoholic liquors as a beverage shall be sufficient cause for rejection."

After he gets in, he can fill his hide full of the nasty stuff and nothing is said. How consistent. Brothers, refer to the CONDUCTOR for May and read the address of Hon. Seaborn Wright on page 382—The License System.

I have a question to ask, and I want as many brothers to answer it as will do so: Can a brother (a member of the Order of Railway Conductors) publish a paper and accept advertisements from a saloon or brewery and publish them, without violating his obligation? Read page 36, section 30, lines 5, 6, 7, new Constitution.

ED. B. WILLIS.

### Denver, Colo.

As the Grand Division is a matter of history, and our worthy delegate has returned, his report shows that Brother Jinks made good, and Division 44 feels they were well represented. And one of the marks of love and care, the Order gives its sick and disabled brother and their widows, was the remembrance of our late brother's wife, Mrs. Reynolds, so by our deeds of love, in the night of distress by the bedside of the sick the weary wife feels our strength and the many burdens are lifted by such actions. It is such a little thing to say a kind word, it doesn't take but a minute, and costs nothing, and how often one is not inclined to accept these kind offerings under the wrong impression that it is hot air. This is a mistake, for there is nothing so substantial as kind words and deeds. The sympathy of everybody knowing Brother McGaffey is extended to him in the bereavement sustained in the loss of his wife. Through the kindness of Vice-President A. D. Parker, of the C. & S., who showed the kind way he has of doing things, he furnished his private car to convey her to Boulder, so she would be with her daughter during her

last days and made her last journey on earth as pleasant as possible. Mrs. McGaffey had many friends, and was a woman of kindly disposition, and much loved by her numerous friends and acquaintances.

Summer has caught us with lots of work, but the extra board is full, as it was not reduced last winter, believing it better to "live and let live."

Our memorial services were held June 13 and were largely attended. Our worthy chief was fit for the occasion and his remarks touched the right place, and many went home feeling that the day was well spent. And along with the social, Brother Ammon feels as though they can't come too often. He says they are always a success when the ladies are along. After September 13 we will hold our regular meetings, and traveling brothers have the same invitation. Brother Suitor and a number of the D. & R. G. brothers wish to be remembered to Brother Gardner at the Home, as well as myself.

KLONDIKE.

### Bowling Green, Ky.

Some time has elapsed since Division 133 has been heard from through the columns of our very attractive Journal, and I wish to commend and applaud our worthy editor for the zeal and interest shown in trying to give our members a first-class journal. We should appreciate it and lend all assistance necessary to maintain the high standard upon which it has been placed.

Business has been very dull on the L. & N. for some time owing to several causes, the main one being the so-called panic. This has been a panic in which conditions have been different from all former ones; prices for the necessities of life have been higher than for years and the wage earner has received the full benefit of little work, which keeps him guessing as to how to make ends meet. There is a cause for all this and it behooves each and every wage earner to study the question and try to locate the trouble and assist in removing it. We have been voting to help the other fellow and have received small benefits, and I think it time we vote to help ourselves awhile. It will require some time to eliminate the present status and bring about a change, and it is best that a change come gradually and not too sudden, in order that we become accustomed to it. We can bring about a change in the condition of affairs if we unite and put our shoulders to the wheel, but as long as we are divided and dicker among ourselves, the rest receive all the benefits and remain united. It is time the wage earner awoke to his condition and bestirred himself to help alter it. It requires that each one act; you cannot leave it to a few to bring about the change and be indifferent to the consequences, for so long as you do this your condition will be-

come worse instead of better. The attendance at our Division meetings shows how indifferent some are; they leave it to a few to keep the ship in safe waters and never bother themselves as to the trouble the few are experiencing. Brothers, why do you act in such a manner? Are you ashamed of your Order or did you become a member in order to have insurance and get a card? If you did, I would not act a hypocrite any longer, but be a man and show your colors. Each and every one who has not been attending Division meetings should resolve that they will lend their assistance and become regular attendants. NEMO.

### Salt Lake City, Utah.

We are enjoying the good old summer time out in the Rocky Mountain country. Business is holding up fairly well for this time of the year. We are still getting some fruit from California, and we sincerely hope it will continue until the season starts in again. Our secretary has returned from the Grand Division meeting where he represented Division 395 in particular and all the rest of the Divisions in general. We are very glad to see him back, inasmuch as we were unable to find any one to fill his place to the satisfaction of the members as he does. It was no unusual thing to hear the boys say, "lay it away until Mc. gets back; he'll fix it up all right." For the benefit of visiting members, and some of the stay-at-homes as well, Division 395 has not suspended meetings for the summer, but is doing business at the same old stand on all regular meeting days. No doubt some of the brothers of Division 1 will be glad to hear that Brother Tom Wampler of that Division is a regular attendant at the meetings of Division 395. He has plenty of praise for us when things are done right, and plenty of criticism when they are not carried on according to Hoyle. We have borrowed him from Division 1 and we love him too well to ever return him.

After our adjournment at the last meeting all the brothers who did not have to go out on their runs, repaired to the Eagles' hall where the ladies' auxiliary were holding their memorial exercises, which I assure you were very beautiful, and we enjoyed a rare treat in the talk of Mr. John Philip Meakin, the fraternalist.

Brother D. N. Swayze has been appointed train agent for train No. 7, S. P., L. A. & S. L. Ry. At present he is a little heavy for such fancy work, but expects to get down to weight about Sept. 1.

The passenger travel is very heavy here at the present time. A great many trains carrying the Elks en route to Los Angeles are passing through this way. All the power of the San Pedro is being used for passenger business until after this rush.

The water is fine in the lake and the boys passing through are not failing to avail themselves of the opportunity to take a swim.

Brother J. J. Ramsey, of Division 470, passed through the city en route home to Los Angeles, from Boston, where he had been attending the Grand Division.

The members of Division 395 are very well satisfied with the results of the last Grand Division, with the exception that it took so long to get the reports of that body. We are indeed very well pleased with the election of the officers, and especially the President.

The Western Pacific is nearing completion, and will soon be an up-to-date railroad. "TRAPPED."

### Birmingham, Ala.

As the years come and go each country and nation becomes that much older, conditions change with time, and if each nation keeps up with the time in her progress there comes a necessity to make changes in the laws, or changes of the ways of their government, in order to keep step with time, or they will go back instead of forward.

No country or people can stand still. They must advance or go backward, and there is no country that has made the rapid advancement that our country has made, but in some things we have failed to keep up with the growth of the times. It may be that we have overlooked some of the little things that seemed small to us, yet they will be hard to overcome when it does become a necessity to combat them. A weed plucked in early growth is easily killed, but when matured is hard to keep down when each tiny seed takes growth in fertile soil. Now what I wish to raise my voice against, and to make war on, may not seem important to many and some may say I am wrong, but the time will come when I will be on the right side, and I think now that we have waited too long and let the seed get too strong a hold; and it will take a hard fight to kill this evil of foreign emigration of paupers and criminals of other nations that are coming to our shores every day by the ship loads; the lowest class of the old countries are dumped here for us to pasture and care for and for our own classes of labor to compete with. The foreign countries have come to realize that it is cheaper to pay their criminals and paupers passage over here than to support them at home, and that is the class of people we have to contend against. It is time that our laws should be changed in this one thing as soon as possible. When we look at the last year's records of Black Hand crimes and other crimes committed by this rip rap of other nations, I don't believe

that one-half of our people ever give this any thought, and a great many facts are never brought out in this foreign emigration business. Some of our corporations that hire men send agents to foreign ports to hire this class of labor, and it is done to cheapen labor here. There is no scarcity of labor here, and if there were fair wages and fair treatment of our laborers that are here now there would be plenty to supply all demands. The corporations keep about one-half of the labor of this country out on strikes so there will be an excuse to ship this criminal element in here, and they lay the blame on the labor unions for crimes that they commit when the unions are trying to gain a chance to live as they should.

Of this element that comes yearly to our country how many of them are fit for any self-respecting family to allow their children or themselves to come in contact with on a social standing? The expense for officers of the law has increased one-half more than it should be to guard this element after they come here. They show no respect for laws, and their mode of living is a disgrace to any community (I am speaking of the majority of them); of course, there are some few that are what they should be. I am not condemning all, but we need a change of our laws for self protection.

In one month there were 14,000 landed on our shores. There was about \$4.50 all told in this 14,000—what were they but paupers? Out of this 14,000, sixty per cent had their passage paid here by their home government, and this sixty per cent were paupers and criminals. Fifty-seven per cent of the crimes committed here are by this foreign element; sixty-eight per cent of them cannot read, twenty-seven per cent of them only become tax payers outside of the poll taxes, and thirty-eight per cent of the money earned by them here is sent back to their home land. Still we hear the call "we need more emigrants." Yes, we need more emigrants if we want to be on a par with some of the old governments, and if we want our laborers to become slaves and criminals. If this government listens to this cry from the government wreckers for more emigrants the time will come when crime will have such sway here that war will not check it. We can stop it now, and now is the time for every union man to raise his voice to stop it and, later on, I will tell the union men the way to combat it. I realize that to change our laws to prohibit emigration would take away the name of a free government. We need not do this, but if this government would place a head tax of \$100 on all emigrants, to be paid to this government on their arrival here, this \$100 to be returned to the depositor after five years if they did not

come under the ban of the law while here and did not become paupers while here, and become subjects of this country, but if they broke the laws in any way this \$100 would go to the support of the school fund, I think this kind of a law would give us relief from some of these Black Hand crimes.

Now, union men, do you know that you are allowing this foreign element to make laws for you to live by? How many of you are entitled to vote when the time comes to cast your vote? This foreign element walk up to the box and cast their votes as the one who paid him decides for him to vote, and you have to stand back and look on. Of course you have not paid your tax, but then you will kick if the election don't suit you when you are yourself to blame. I wish every labor union in the country would force its members to pay their head tax or expel them from the union. I am ashamed when I look back over the O. R. C. record and find how few of our members can vote. Do you think or realize that this ties our hands in the way of laws to our interest? Now, you O. R. C. men of this fair southland, get in line, and for the love of our homes and others, qualify yourselves to take a hand in our home affairs—a few of us can't do this alone—and help us, and we will put up a fight for you and others.

M. H. FLESHMAN.

### Houston, Texas.

One month ago today we sailed for Boston, and with pulling of ropes, tooting of steam calls, the yells of men, the sobs of women and waiving of face rags, the noble ship Antilles, of the Southern Pacific line, weighed anchor at 10 a. m., and steamed majestically down the great Mississippi, heading for the Gulf of Mexico and bound for New York. The ship's bugler was playing "The Girl I Left Behind," her gallant flag was dipping a fond good-bye to those on shore, and with mental prayers for the safety of our loved ones, your correspondent dismissed the gloom of doubt and called up sweet sunshine and pleasure. I must confess, in spite of strong endeavor, that I did feel badly, thinking of my little children left at home, and further, would the Almighty protect and spare us from all harm, and permit our home-coming? Such were my thoughts, dear reader, and knowing the old ocean as I do, having seen the great deep in all her awful humor, having stood at midnight and watched the fury of it all, and then the coast strewn with wreckage, I am sure you will pardon the sadness of a moment and fully appreciate the responsibility of a sea voyage. Our good women, God bless them, were crying, and I do not censure them one bit, for tears are like unto dew drops bringing life, health and

tone to the hungry earth; and so after sadness came gladness, sunshine and happiness, and then the beauties of old Louisiana state stole over us like unto a summer dream, the beauties of her orange groves, her quaint plantations, the fragrance of the jasmine, the odor of the sweet magnolia, the good-bye, God bless you of her people, which came across the water, made the trip from New Orleans to the gulf one constant loving adieu.

By nature, God has endowed your correspondent with mind and heart that makes him, on meeting, a friend or foe at once, and in a short while was acquainted with nearly every soul on board, and was having the time of his life. On looking around I was agreeably surprised to find the O. R. C. holding high carnival; and after mutual introductions and good old hand shakes, am pleased to report meeting the following brothers and their wives en route to Boston: Mr. and Mrs. Joe Hoke, Mr. and Mrs. E. T. McCutheson, of Memphis, Tenn., Mr. and Mrs. J. S. Wesson, Paducah, Ky., Mr. and Mrs. R. W. Smith, of New Orleans, La., and Mrs. George Myer, of the same place, E. M. Moales and his charming little daughter, Fay, of McComb City, Miss., and Bill Davis and wife, of Houston, Texas—that's me and family.

By arrangement, when the ship's bugle sounded the hour of luncheon, the aforesaid described sat down to our first meal on board the noble ship Antilles, and we continued messmates and shipmates until our landing.

Too much praise cannot be given the ship, the officers, the excellence of service, the incomparable meals, in fact, everything was Jam Up; and the benefits derived after five days or a hundred golden hours whiled away on the beautiful Atlantic, were so real, so beneficial, that one must make this beautiful sail in order to have proper conception and appreciation of the pleasures offered the public, and not beyond the means of the most humble. Sickness was a stranger to those on board; the ocean was good to us poor children, and the nights bathed in moonlight, formed pictures of the deep that from memory's hall time will never steal away.

With many good-bys and honest regrets we left our companions of the sea and found ourselves in New York, rube-like, holding up one another, while gazing upwards trying to locate the top of some tall building. After a few hours' rest we left New York at 10:02 a. m. over the N. Y. H. & H., bound for Boston, and was much impressed with the strength of the roadbed, the excellence of service, and the uniform politeness of the trainmen. Leaving New York, I soon realized something other than an old-fashioned engine was pulling our train, and upon inquiry was informed that

steam and electricity were intermingled, and that an up-to-date motor engine was pulling the train. This was my first experience with this mysterious power, as applied to practical railroading, and drawing contrasts, and knowing full well, from long service, the danger and disgust of smoke and gas in our long tunnels, I was much pleased and satisfied to behold the splendid results brought about by this silent agent, as compared with the old-fashioned way of generating power as by fire. Beyond question, electricity is the coming motive power, and under the natural law of progression, steam must give way to that which is better, cheaper and safer for man to operate and maintain. Doubtless, expensive construction will be argued against this invisible power, yet the cheapness of operating and the doing away with coal sheds, water tanks, pumping stations and water supply will more than offset the argument that might be offered in favor of steam. Electricity is not a foe to organized labor, does not disturb the relationship existing between master and servant, but comes as a friendly agent, assisting one and protecting the other. The same number of men retained in service to run the locomotive will be employed to operate and manage the motor. It takes three days' training to convert an old-fashioned hog head into a first-class, A-1 electrical engineer. As for the conductor, his duty is simply to ride, give signals, go ahead, back up, stand still—any old power will do him, and to this new power he certainly ought not to have any objection. If desired by any of the boys, I shall attempt further discussion of this subject, for whilst back east, it was my pleasure to make minute inquiry.

Your correspondent is a Texan, a traveler by nature, was bound for Boston, his first time in old New England, and was delighted to observe the culture of a century; behold the progress of America, and to realize what time and money can do with barren hills and simple people. Your farms seem quaint to me, your houses substantial, and compare most well in beauty and design; and for your parks and shady lawns, as compared to others I have seen, will call them dream pictures, because all others, when compared to yours of New England, fall flat and disappear. To be very honest, I was not surprised at seeing so much improvement of homes, culture and refinement of people, for your fame has gone abroad; even old Texas keeps in touch with you, and when you good brothers and sisters of New Haven came aboard and took us "white folk" off by force and gave us royal entertainment, a splendid dinner, a trolley ride, and a diploma from old Yale, you may rest assured we of the south will always have a warm spot in our hearts for you good people, and a big welcome should

you ever come down our way. Your town is beautiful, well drained, and looks inviting, cleanly and healthful, and seems, to my mind, well named New Haven—a place of refuge, safety, shelter, sweet rest. And then comes New London, like unto a burst of sunshine, pleasant and so unexpected and so much enjoyed. You good people are certainly practical common sense, full of fun and never forget to eat. Every time I scratch my head and something bites, I am reminded of Division 500, New London, and then out comes my little keepsake; money cannot buy it from me. And then Boston and then the convention, and I am gone. Well, I have seen the City of Beans, admired the Common and stood on Bunker Hill; have traveled the road of Paul Revere and seen the last stand of the minute man, have admired your big stores, her funny, narrow streets, her subways, her *mustys*, the people, and “Just Five Minutes’ Walk, Sir;” her hospitality, of the good time we had, the sights we saw, am still talking and telling these boll weevils that live down here all about Boston. Boston and her people are big, acted big, and did the big act to perfection, and no one, not even Smithers of Virginia, was disappointed. I like Boston, revere the memory of her departed dead—some of them have been my life’s ideals, and have been to my wandering feet like unto guides across this desert called life. I met in Boston friends of other days, and found the same old fire burning which was kindled for me fifteen years ago down in old Georgia. I felt good meeting such friends and brothers and wished from the bottom of my heart that this world and the Order of Railway Conductors had more of them; God bless and protect you all in the days to come, and grant us many more meetings like Boston. I saw the grand convention in session; it was a big affair, a huge body, and as a deliberative institution, too big to be termed refined, and too disorderly to be manageable, and did not represent intelligent thought as applied to human conduct. Wind jammers were for sale for any old price. The expense was fearful for the small amount of good accomplished, and if I am correctly informed relative to actual cost, \$52 a minute, some of our Divisions, in their selection of delegates to represent them, have been reckless of consequences.

We are now old enough as an organization to be wise from experience, and should, in the selection of our delegates and election of our officers, choose none but those most qualified to represent this great body of men, and discharge the responsibility of position. The good fellow and the delegate who goes for sight-seeing ought to be left at home. As we fashion out the history of this great Order and live out the days set apart for you and I, experience

demonstrates the wisdom of emulation, and as this great government of the United States of America advances and keeps pace with progress as applied to government, so ought we, the members of the Order of Railway Conductors, advance and keep pace with modern progress by emulating the wisdom of her example. Policies that are sacred to us today must give way to those that are better and stronger tomorrow. We cannot live in error and expect in the days to come, to be called great. Evolution demands change, change typifies progress, and progress means the very existence and life of this Order. My trip to Boston has been to me a great educator.

Your correspondent was absent from old Houston Division 7 just one month, and during that time, and in company with his good wife, visited a great many points of national interest in the east and parts of Canada, and returned to Texas with nothing but pleasant and tender memories.

In conclusion, I desire to thank and give public expression to you brothers and good women of the east and north for your splendid hospitality extended, and your real brotherly love shown us people of the south whilst in your company, and particularly do I wish to remember the New York Central and the good old Nickle Plate.

During my absence, Brother James Karr, of our Division, and Brother George Helmn have signed their last pay roll, and now look down upon us from the great Union Station where some day, dear reader, you and I must register. Your correspondent for the members of Houston Division 7 extends their families sweet solace and brotherly peace.

BILL DAVIS.

### Chicago, Ill.

Having a few moments to spare, I thought I would try and annoy the readers of the Journal for a few minutes. Things have been coming thick since my arrival from Boston. We are procuring positions right along, and brothers, when writing for positions to the Council, should give their age, height, and experience, and on what road last employed, also what position they will take, as it will facilitate matters in this office. Of the last ten requests received, not one has given his age, what he could do, or what position he would accept; when this is not done it requires us writing to the applicant for the needed information. We are short three men today, one for switching and two for braking, which positions we would like to fill and were unable to do so today. When writing to the Council for positions please give the required information herein asked for, as it will simplify matters in this office.

All communications for the Council should be directed to C. A. Pinney, chairman, or F. D. Sughrua, secretary and treasurer,

to Room No. 1013, New York Life Building, Chicago, Ill., instead of to their home addresses, as this is the headquarters of the Council where all requests will be attended to immediately.

Just returned from Gogebic, Mich., I being secretary of the C. & N. W. Conductors' Annual Outing and Pleasure Club, where we held our first annual outing, and to say that we had one of the most enjoyable times of our life would be putting it mild. Brothers M. E. White and J. B. Carlin met the club on their arrival and what those two rascals had planned for us was a caution and was worth going thousands of miles to see, and a finer outlay or place I never laid my eyes on. Ask Brothers Sam Clark and Hank Marshall, two "tenderfeet" from Kaw Valley Division 55, the color of that mountain lion they saw; ask Lou Waltz, from Division 381, Evansville, Ind., what is the matter with the northern air; he claims the sun is so hot down in his country his hair will not grow; he is going to stay at Gogebic, as one week has made such an improvement in his hair he will have to have a hair cut when he returns to Indiana, and his fishing, well I do not like to say much about this, as I think he will write you when he returns home. We had about fifty of the jolliest conductors at this outing that ever handled a punch, and a goodly number of honorary members. The only bad feature that occurred during the outing was when Brother J. J. Dulin, of Division 113, was singing the song entitled "When the Bear went over the Mountain." Brother Dan Gallagher, of Division 68, ate the hay, for which the judge fined him and sent him to bed; the judge asked him to postpone singing the song until July, 1910, of which notice will be given.

Any brother wishing to take his family for an outing will find Lake Gogebic unsurpassed in the northern country for fine fishing, bathing and all that goes with a summer outing to make it pleasant, and a large hotel, with a number of cottages and up-to-date management and congenial people to associate with.

I will conclude by saying that Brother White and Brother Carlin are always glad to meet all comers and always ready to make it pleasant for everybody. F. D. S.

### **Muskogee, Okla.**

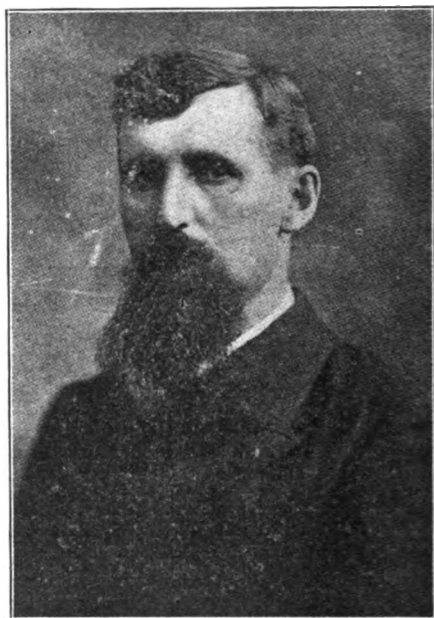
As this is the first letter sent from the new Division, Muskogee 556, it will be, in a way, more of an announcement of the organization of this new Division in Oklahoma and herald to our brothers that we take our teachings with us. Our members are mostly old Order men who came by transfer from Divisions in other states. The new Division was instituted here June

27, 1909, by Brother Arthur, of Division 53, Denison, Texas. The worthy brother got us all together promptly and put us through in good shape. We found brother Arthur a very efficient officer and we were glad to have the opportunity of having him here with us. In my next letter I will tell of the progress of this new kid in this new state. With one or two to initiate at every meeting held, we are growing and hope to have a big Division.

AL. MILLER.

We are glad to be able to present the accompanying portrait of Brother A. V. Newton, a prominent member of the Order and of Division 2 at Buffalo, N. Y.

Brother Newton entered the service of the Lake Shore & Michigan Southern Road as a brakeman in 1871. He was promoted



A. V. NEWTON.

to freight conductor in 1882 and took up the duties of a passenger conductor in 1892, and has continued in that service ever since.

Brother Newton became a member of the Order by joining Division 64 at Erie, Pa., but transferred to Division 2 in 1891 and still holds membership in that Division, and has been its delegate to the Grand Division several times. He has been a member of the Lake Shore general committee since 1897 and has served with marked ability as its chairman since 1900, and has been the vice-chairman of the Eastern Association of General Committees since its organization.

**Highland Park, Ill.**

The following donations have been received at the Home for the month of June, 1909:

O. R. C. DIVISIONS.			
5.....	\$ 12.00	475.....	\$ 15.00
124.....	12.00	495.....	15.00
209.....	12.00		
307.....	12.00	TOTAL....	\$ 78.00
L. A. C. DIVISIONS.			
110 .....			\$ 5.00
252 .....			5.00
TOTAL .....			\$10.00

**SUMMARY.**

O. R. C. Divisions.....	\$ 78.00
B. L. F. & E. Lodge.....	5.00
B. L. E. Divisions.....	125.00
B. R. T. Lodges.....	115.60
G. I. A. Divisions.....	53.80
L. S. to B. L. F. & E.....	20.00
L. A. C. Divisions.....	10.00
L. A. T. Lodges.....	18.00
James Costello, No. 270, O. R. C.....	1.00
Alfred S. Lunt, No. 456, B. R. T.....	1.00
F. S. Barnes, No. 28, B. R. T.....	1.00
J. F. McQuaid, No. 39, B. L. F. & E.....	1.00
From members of No. 515, O. R. C..	3.50

From members of No. 687, B. R. T..	9.05
J. E. Riley, No. 773, B. R. T.....	.25
James Lannon, No. 110, B. R. T.....	1.00
E. Deikman, No. 495, O. R. C.....	5.00
M. R. Johnston, No. 495, O. R. C....	1.00
N. Atkinson, No. 495, O. R. C.....	1.00
H. Cameron, No. 495, O. R. C.....	1.00
R. Robinson, No. 495, O. R. C.....	1.00
A. Capp, No. 495, O. R. C.....	1.00
W. T. Shea, No. 495, O. R. C.....	1.00
R. H. Brett, No. 495, O. R. C.....	1.00
J. V. Hall, No. 495, O. R. C.....	1.00
B. Snow, No. 495, O. R. C.....	1.00
W. W. Hayes, No. 495, O. R. C.....	1.00
J. P. Chapman, No. 495, O. R. C....	1.00
J. A. Webb, No. 495, O. R. C.....	1.00
O. N. Cummings, No. 495, O. R. C....	1.00
J. L. Cameron, No. 495, O. R. C....	1.00
R. M. Brown, No. 495, O. R. C.....	1.00
M. O. Fowler, No. 495, O. R. C.....	1.00
TOTAL .....	\$470.20

**MISCELLANEOUS.**

One box of books from Mrs. Louis Thomas, Bellevue, Ohio.

Respectfully submitted,  
JOHN O'KEEFE,  
Sec. and Treas.

**Tomatoes**

W. I. LEGGETT, DIV. 96.

The coming of tomatoes,  
Not many years ago,  
I can remember well,  
When first I saw them grow.  
Some laid them on the mantel,  
Or shelf, just over head;  
Admired them for their color,  
Especially those of red.

Did you ever raise tomatoes  
In a garden of your own?  
Did you ever see them grow  
From choicest seeds you've sown?  
You grow the plants in winter,  
And watch with best of care;  
Then set them out in spring,  
When free from frosty air.

When you set them in the garden,  
You watch them every day  
To see if they are growing  
All through the month of May.

After that you rack them,  
Then comes the blossom time;  
And soon you'll have tomatoes  
A hanging on the vine.

In the early morning sunlight  
Something reddish comes in view—  
"Gosh," it's ripe tomatoes,  
But there's only two.  
You take them in for breakfast,  
They give the meal a tone;  
And all agree together,  
They are the finest grown.

Oh, how I like tomatoes,  
Fresh picked from off the vine,  
With a little salt and pepper,  
That's what I want for mine.  
Slice them up for breakfast,  
Or supper, if you wish;  
A plate of ripe tomatoes  
For me—the only dish.

# Legal

## Legal Decisions of Interest to Railroad Men.

Prepared for THE RAILWAY CONDUCTOR by COLIN P. CAMPBELL, Grand Rapids, Mich.

*Effect of Membership In a Relief Association and Acceptance of Benefits Therefrom, Under Contract Releasing Liability Upon the Master's Liability for Injury to Servant.*

An action was brought for injuries to railroad employees. The two cases involved the same points and were consolidated. The names of the employees were Dunning and Myers. The defendant in both cases was the Atlantic Coast Line Railroad Company, which maintained a relief department under the laws of South Carolina.

The court said: "Both Dunning and Myers, prior to 1902, had been members of the Plant System Relief and Hospital Department, and when the railroads of that system were acquired by the Atlantic Coast Line Railroad Company, they, some time in 1903, became members in the Atlantic Coast Line Relief Department, established by the defendant, and subject to its rules and regulations, by which it was agreed that the acceptance of benefits for injury should operate as a release and satisfaction of all claims against the company for damages arising or growing out of the injury."

The legislature of South Carolina, by an act approved March 7, 1905 (22 St. at Large, p. 962), enacted as follows:

"Sec on 1. Be it enacted by the general assembly of the state of South Carolina, that when any corporation, firm or individual runs or operates what is usually called a relief department for its employees, the members of which are required or permitted to pay dues, fees, money or other compensation, by whatever name called, to be entitled to the benefit thereof, upon the death or injury of the employe, a member of such relief department, such corporation, firm or individual, so running or operating, the same be, and is hereby required to pay the person entitled to the same, the amount it was agreed the employe, his heirs or other beneficiary under such contract should receive from such relief department; the ac-

ceptance of which amount shall not operate to estop or in any way bar the right of such employe or his personal representative from recovering damages of such corporation, firm or individual for personal injury or death caused by the negligence of such corporation, firm or individual, their servants or agents, as are now provided by law; and any contract or agreement to the contrary, or any receipt or release given in consideration of the payment of such sum, is and shall be null and void.

"Sec. 2. That all acts inconsistent with this act are hereby repealed.

"Sec. 3. That this act shall take effect immediately on its approval."

After the accident, Dunning was paid, and accepted sick benefits to which, by his membership, he was entitled, at the rate of \$2.50 per day, from the date of the accident to February, 1907, a period of over ten months, amounting to about \$780, and, in addition, medical attention; and Myers was paid and accepted benefits during the same period, at the rate of \$1.00 a day, amounting to about \$312, being the amount to which his membership entitled him. These payments were made to the plaintiffs monthly by drafts drawn by the superintendent of the relief department on the treasurer of the railroad company to the order of Dunning and Myers, and endorsed by them when paid, each draft containing the following stipulation:

"This amount is in payment of accrued benefits and is paid and accepted under the rules and regulations of the Relief Department."

These benefits they were entitled to receive for a period of fifty-two weeks, and afterwards at half those rates, during the continuance of the disability.

There had been an act of South Carolina passed in 1893 referring solely to railroad companies. It was repealed by the act of March 7, 1905, which refers to all corporations, firms, and individuals maintaining a

relief department for their employes. The plaintiffs contend that this act is void, because unconstitutional in that it is contravention of section 1 of the fourteenth amendment of the Constitution of the United States, declaring that no state shall make or enforce any law abridging the privileges or immunities of citizens of the United States, nor deprive any person of life, liberty or property without due process of law, or deny to any person the equal protection of the laws. And they contend it is also in contravention of article 1, page 5 of the Constitution of South Carolina, which is to the same effect.

A fair statement of the scheme and working of the Relief Department is found in the following extract from the defendant's brief.

"The employees of the company who enter into the contract of employment with the railroad company become members of this Relief Association, and contribute monthly, along with contributions from the railroad company, for the maintenance of a fund for the relief of the employees. From this fund death benefits are paid to the employees, whether the death of the employee arises from accident or natural causes, negligence of the company, negligence of the employee, or otherwise; and likewise daily benefits are paid to the employee in case of sickness arising from accident or natural causes, negligence of the railroad company, negligence of the employee, or otherwise. In addition to this, the member in case of sickness arising from accident or natural causes, receives free medical and hospital treatment. From the testimony of Dr. G. G. Thomas, superintendent of the Relief Department of the Atlantic Coast Line Railroad Company, which in every respect is undisputed, it will appear that contributions by the members from the beginning of the operation of the Atlantic Coast Line Relief Department have amounted to the sum of \$728,257, and the contribution of the railroad company has equaled the sum of \$268,000. It will thus appear that the Atlantic Coast Line Railroad Company has contributed a sum to the Relief Department Fund to the extent of more than one-third of the amount con-

tributed by the members. The Atlantic Coast Line Railroad Company pays every expense and guarantees every obligation of the Relief Department. It holds at this time, as treasurer of the fund, not exceeding \$27,000, paying interest thereon; yet it guarantees to make good every obligation of said Relief Department, which obligations to its members now outstanding exceed \$6,000,000.

"The provisions of the Relief Department contract between its members and the railroad company, which is brought in question in these cases, is to the effect that if, after injury, a member thereof voluntarily accepts the benefits, the acceptance of the benefits will amount to an accord and satisfaction with the said railroad company of all claims arising out of such injury. It will thus be seen that in the very great majority of cases, where the member is injured by his own carelessness or mere accident, or becomes sick from natural causes, he is entitled to benefits which he would not otherwise be entitled to but for his being a member of the Relief Department, and to this fund, from which he is paid these benefits, the railroad company contributes largely. In every case, however, if the member accepts these benefits he cannot sue. On the other hand, in no case is the member required to accept the benefits from the Relief Department. He is left to his option to accept these benefits or bring his action for damages against the railroad company. It is only where he elects to accept these benefits that it amounts to an accord and satisfaction of his claims against the company."

By a great number of carefully considered adjudications of the courts, both state and federal, contracts of this character have been upheld, and determined not to be against a sound public policy, but distinctly beneficial to the employee as well as wise on the part of the employer. It was so ruled in the Supreme Court of South Carolina, by a divided court, in *Johnson v. Railway Company*, 55 S. C. 152, 32 S. E. 2, 33 S. E. 174, 44 L. R. A. 645. In that case, in the opinion of Chief Justice McIver, it is pointed out that such a contract, so far from securing to the employer immunity from liability for damages sustained by

reason of his own negligence or that of his servants and agents, in fact gives to the employee a certainty of some compensation, whether the injury was caused by the employer's neglect or not, with the option to the employee of pursuing his ordinary legal remedies if he elects to do so, and not to receive the benefits which his contract affords him.

We take it that it must be accepted that the contract is a beneficial one to the employee, and not against sound public policy.

There remains to be considered whether the act of South Carolina of March 7, 1905, can have the effect of rendering the contract void by declaring that the acceptance by the employee of the benefits of the contract shall not estop him from recovering damages, notwithstanding he may have given a release; that is to say, that he may accept the benefits of the contract so far as it is beneficial to him, but shall not be bound by the other term of the contract which releases the employer. It is to be noted that in the present case the plaintiffs received the sick benefit for over ten months after the accident, and for six months after they had brought their suit.

The validity of similar legislation has been frequently the subject of judicial adjudication, and the courts have quite uniformly decided adversely to its validity. The act of South Carolina now in question was before the court of common pleas of Charleston County, S. C., in the case of *Sturgess v. Atlantic Coast Line Railroad*, 80 S. C. 167, 61 S. E. 261, and Circuit Judge Purdy in a very careful and learned opinion, held that the employee after being injured had a right to elect which remedy he would pursue, and if he elected to take the benefits and release the railroad company he was bound by that election, and that the attempt of the legislature to give him both remedies, notwithstanding his release, was beyond legislative power. And the Circuit Judge also held that the act was an unconstitutional interference with the right of the employee and the railroad company to contract. The *Sturgess* case was appealed to the Supreme Court of South Carolina, and was affirmed by a divided court. *Sturgess v. Atlantic Coast Line R. R.* 80 S. C. 167, 61 S. E. 261. Also in the Circuit Court for Charleston County, it was held by Circuit Judge Watts that an employee, having elected to receive benefits after the injury, was estopped from bringing an action for damages. This decision on appeal to the Supreme Court of South Carolina was also affirmed by a divided court. *Johnson v.*

*Railway Co.*, 55 S. C. 152, 32 S. E. 2, 33 S. E. 174, 44 L. R. A. 645. We think, therefore, we may take it to have been the law of South Carolina at the time the present case was tried, and, as far as we have information, now is the law of South Carolina, that whenever an employee has after the accident elected to receive benefits as a member of the Relief Department, and has released the railroad company, he cannot maintain an action for damages notwithstanding the South Carolina act of assembly.

As by the common law the contract of the Relief Department with its members is valid, and the act of South Carolina by her own courts is held to be inoperative to invalidate such a contract, we think the payment of the benefits and the release is a good defense in South Carolina. With respect to the validity of the contract under South Carolina statute, it is to be noticed that it does not forbid making such a contract, but, having been made, the statute in terms requires the employer to pay the employee the amount of benefits to which by the contract the employee is entitled, and then provides that notwithstanding the acceptance of payment the employer shall still continue liable to the employee, if the injury was caused by negligence of the employer, to the same extent as if the employee had not elected to accept and been paid the benefits of the contract. This is different from section 3 of the act of Congress of June 11, 1906, c. 3073, 34 Stat. 232 (U. S. Comp. St. Supp. 1907, p. 891), relating to the liability of interstate carriers to their employees (passed since this suit was instituted), which, while it provides that no contract such as the one in question nor the acceptance of benefits under it shall be a bar to an action of damages against the carrier, provides that the carrier may set off in any such action the amount which it has contributed toward the benefits so paid. This provision would seem to afford an element of fairness and equality, which the South Carolina statute lacks, in that it does not require one of the parties to the contract to fulfill his obligations and release the other party.

We think the Circuit Court should have ruled that the acceptance by the plaintiffs of the benefits paid to them by the Relief Department was, under the facts proved by the defendant, and under the rulings of the South Carolina Courts with regard to the statute in question, a good defense to the action, and for that reason the judgment in each case is reversed.

*Atlantic Coast Line R. Co. v. Dunning*  
166 Fed. Rep. 850.

# Forum of Train Rules

Edited by Geo. E. Collingwood.

Differences of opinion as to wording and meaning of train rules and orders have always existed. This Department is edited by a practical train dispatcher of wide experience, and a student of the subject. No member should, however, permit any opinion expressed in these columns to influence him to depart from the rules or established customs of the road on which he is employed.

## San Antonio, Texas.

Please say in the next issue of the CONDUCTOR what the correct procedure would be under the three orders below. No. 86 is a train of superior direction.

Order No. 1. "No. 86 engine 820 will meet No. 245 engine 452 at D'Hanis."

Order No. 2. "No. 86 engine 820 will meet No. 245 engine 452 at Hondo instead of D'Hanis."

Order No. 3. "Order No. 2 is annulled."

Under the above orders is No. 86 tied up at D'Hanis?

Div. 76.

ANSWER—Under the three orders above No. 86 can proceed as though they had not received any orders against No. 245. That is, after order No. 3 was given the situation was exactly the same as before any orders were sent at all. The reason for this is that order No. 2 superseded order No. 1 which made order No. 1 of no effect, but order No. 2 made a new meeting point for the trains at Hondo. When order No. 3 was sent it annulled this new meeting point and left the trains on their schedule rights.

When an order or part of an order is superseded or annulled and later the order which superseded or annulled the order or part of an order is in turn superseded or annulled it does not restore the first order which was annulled or superseded. That is to say, when an order is superseded or annulled it goes out of existence as a governing order and even though the order should be repeated under its original number it would be of no effect. However, in this case a new order could have been issued after order No. 3 was sent, directing No. 86 to meet No. 245 at D'Hanis. But the order would have to be some number other than No. 1, or it would be of no effect.

## Needles, Calif.

Kindly give me your views regarding the following: "On Ex. 201 E. receive an order at A that Eng. 381 will work as an extra from 6:00 a. m. until 6:00 p. m., between A and E, protecting against all extras east and west bound; also receive an order at same point that Ex. 201 E. will meet work extra 381 at C." Can Ex. 201 E. proceed after work order has been fulfilled (6:00 p. m.), or carry out instructions

contained in second order and meet work extra 381 at C?  
E. J. E.

ANSWER—At 6 p. m. all of the orders held by the work extra expire and they are therefore unable to carry out the meet at C if they have not arrived there at that time, but on the other hand, extra 201, east, has a meeting point at C and a meet means meet. The Train Rules Committee of the American Railway Association have ruled in a case of this kind where a regular train was concerned instead of an extra that the regular train could not proceed until the order was annulled and also that the work extra could not go to the meeting point after their working limits expired. So in view of this ruling it would seem that the extra would have to get the meet order annulled before they could pass C after 6 p. m.

It is the editor's opinion that Rule 220 should be revised to cover the common sense of the situation which seems to indicate that where a train is disbarred by rule from executing an order the same rule should arrange to release the other trains concerned the same as is done in case a train becomes 12 hours overdue. For example, a paragraph could be added to Rule 220, reading, "Orders held by, or any part of an order held by another train relating to an extra train become void when the existence of such train ends by limitation of time or place or when the order creating it is annulled or superseded."

## San Bernardino, Calif.

Please give an answer in the Journal on the following:

Order No. 1. "Eng. 985 will run extra A to E. Eng. 3637 will run extra E to A, with right over extra 985 north, to D, but will not pass D until extra 985 north arrives there."

Order No. 2, to Eng. 985 at B. "Extra 985 north will meet extra 3637 south at C."

Did the 985 have a right to accept order No. 2 without that part of order No. 1, reading, "but will not pass D until Ex. 985 north arrives there," being superseded, and did the 3637 have a right to leave D before the 985 arrived, without latter part of order No. 1 being annulled?

T. L. R.

**ANSWER**—In our opinion extra 3637 should not pass D until extra 985 arrived there or until that part of order No. 1 directing them not to pass there before extra 985 arrived there was either annulled or superseded. That portion of order No. 1 virtually made a meeting point for extra 985 and extra 3637 at D and order No. 2 fixed another meeting point at C, but failed to supersede or annul the meeting point at D.

Order No. 1 is very illogical in that a right of track order is given extra 3637 from E to D and then a meeting point or waiting point is made at D with extra 985 when a simple meet at D for these two extras would have had the same effect without any of the complications which are liable to follow when the regular forms are departed from.

### **Blooming Prairie, Minn.**

Please note the following train order:  
Order No. 26. "No. three (3) will meet No. ninety-two (92) at Lansing."

We do not operate under standard rules. No. 92 is a third-class train. Engineer on No. 92 refused this order, claiming it was not a proper order. I claim we had full protection under it. No. 3 is a first-class train.  
Div. 215.

**ANSWER**—The order is a standard order and seems to be entirely proper. It may be that something in your rules forbid a positive meet to be made between a first and third class train or something of that kind which would make the order improper.

### **New Bern, N. C.**

Stations are Beaufort, New Bern, Tuscaro and Goldsboro, from east to west respectively. No. 2 is a west-bound and No. 3 an east-bound train. West-bound trains have right of track. No. 2 gets an order to meet No. 3 at New Bern. When No. 3 gets to New Bern they are displaying signals, and No. 2 gets an order to meet 2nd No. 3 at Tuscaro instead of New Bern. When No. 2 gets to Tuscaro they find 2nd No. 3 displaying signals. The question is, will No. 2 have to wait at Tuscaro for 3rd No. 3, or will they proceed on time-table rights?  
Div. 264.

**ANSWER**—The situation is this: Rule 218 provides that when a train is named in a train order that all of its sections are included and that the order **MUST BE DELIVERED TO ALL SECTIONS**. This, of course, gives all sections of No. 3 a meet with No. 2 at New Bern. The next order changes the meet for 2nd No. 3 to Tuscaro, superseding the meet at New Bern only so far as 2nd No. 3 is concerned

and of course if No. 2 knew that there was three sections of No. 3 they would have no right to leave New Bern until they had the order about third section of No. 3 superseded or annulled, but they don't know it, and it is not their business to look it up, but when they get to Tuscaro and the second section is carrying signals it is up to No. 2 to get clear just as quick as they know how, expecting that 3rd No. 3 has order No. 1, which directed No. 2 and No. 3 to meet at New Bern. You see that rule 218 requires order No. 1 to be delivered to all sections of No. 3 and this means that 3rd No. 3 has the order, and when the order directing 2nd No. 3 to meet No. 2 at Tuscaro was given it would not effect 3rd No. 3, for they would not receive it and even if they did it could not govern them. The dispatcher should not allow this condition to come about, but if he does, then it's up to No. 2 to get clear.

### **Pine Bluff, Ark.**

Please give me correct answer to following orders in compliance with standard rules:

Order No. 1, at A. C. & E. No. 15. "No. 15 will display signals A to Z, for 2nd No. 15."

Order No. 2, at A. C. & E. 1st No. 15. "First No. 15 will run three hours and forty minutes late A to G; three hours late G to Z."

Order No. 3, at G. C. & E. 1st No. 15. "Order No. 1 is annulled."

After receiving order No. 3 at G. should No. 15 ignore order No. 2 addressed to 1st No. 15, and leave G on time, or should order No. 2 still hold good, and No. 15 run three hours late between G and Z?

J. E. S.

**ANSWER**—Rule 218 provides that when a train is named in a train order by its schedule number alone that all sections are included, but there is no rule which provides that when an order specifies the first section that it shall apply to the train which is representing the schedule as the only train on that schedule. The editor thinks it is intended to work that way, and in case an order is addressed to 1st No. 15 and there is only one on No. 15's schedule that train should execute the order. Unless such an understanding is had there might be trouble on account of a regular train running as No. 15 refusing to obey an order which had been placed for 1st No. 15 and which was being acted on by some inferior train. The dispatcher is not always in a position to know positively whether or not there will be more than one section on a schedule, although he must arrange for those he expects.

# Official Changes

W. A. Johnson has been appointed superintendent of the Interstate Railroad, with office at Stonega, Va.

Charles F. Gary has been appointed assistant trainmaster of the Missouri Pacific, with office at Fort Scott, Kans.

F. P. Brady has been appointed general superintendent of the Intercolonial Railway, with headquarters at Moncton, N. B.

J. S. Bergman has been appointed superintendent of the Norfolk Division of the Southern Railway, with office at Norfolk, Va.

The office of W. C. C. Mehan, superintendent of the Grand Trunk Pacific, has been transferred from Melville, Sask., to Rivers, Man.

C. L. Wilson, trainmaster of the Zanesville & Western, has been appointed trainmaster of the Toledo & Ohio Central at Columbus, Ohio.

The office of A. J. Stone, general superintendent of the Erie division of the Erie, has been transferred from Jersey City, N. J., to New York.

A. C. Green has been appointed trainmaster of the Second, Third and Fourth Districts of the Denver & Rio Grande, with headquarters at Pueblo, Colo.

J. W. Walton has been appointed general superintendent of the Missouri, Kansas & Texas Railway of Texas, with headquarters at Dallas, Tex., vice C. W. Delvey.

A. J. Van Valkenburg has been appointed superintendent of the Northern District of the Minneapolis, St. Paul & Sault Ste Marie, with office at Abbotsford, Wis.

John B. Dickson, assistant to the general manager of the Erie at New York, has been appointed the superintendent of the Rochester division, succeeding W. J. Sharp, deceased.

D. C. Hershiser has been appointed trainmaster of the West Virginia division of the Western Maryland, with office at Cumberland, Md., succeeding J. M. Bressler, deceased.

H. E. Speaks, superintendent of the Hocking Valley, has been appointed the superintendent of the Toledo & Ohio Central and the Zanesville & Western, with office at Toledo, Ohio.

G. C. Starkweather has been appointed superintendent of the Southern Kansas Railway of Texas and of the Eastern Railway of New Mexico, with headquarters at Amarillo, Tex.

Epes Randolph has been appointed general manager and R. H. Ingram assistant general manager of the Southern Pacific of Mexico, recently organized to operate the Southern Pacific Lines in Mexico.

G. Van Tassel, superintendent of the Harlem division of the New York Central & Hudson River, has had his authority extended over the Putnam division from Brewster to 155th street, Manhattan.

Daniel Orr, formerly trainmaster of the Rio Grande division, has been made assistant superintendent of the Eastern Railway of New Mexico, Southern Kansas of Texas and Pecos & Northern Texas railway companies.

George R. Huntington, general superintendent of the Minneapolis, St. Paul & Sault Ste Marie, has been elected general manager, with office at Minneapolis, succeeding E. Pennington, who some time ago was elected president.

C. E. Dafoe, superintendent of the northwest division of the Chicago Great Western at St. Paul, Minn., has had his jurisdiction extended over the Wisconsin, Minnesota & Pacific division, succeeding Charles T. Banks, resigned.

Thomas M. Connors, superintendent of the Kanawha & Michigan, with office at Charleston, W. Va., has been appointed superintendent of the Hocking Valley, succeeding H. E. Speaks at Columbus, Ohio, resigned to go to another company.

P. B. McAtee has been appointed superintendent of the Fourth Division of the Denver & Rio Grande, with office at Alamosa, Colo., and F. S. James has been appointed assistant superintendent of the Second Division, with office at Salida, Colo., vice F. S. Wilson.

R. L. Hatfield, roadmaster of the Missouri, Kansas & Texas at Houston, Tex., has been appointed the assistant superintendent of the Wichita Falls & Southern, the Wichita Falls & Northwestern and the Wichita Falls & Northwestern of Texas, with office at Wichita Falls, Tex.

Duncan W. Campbell, division superintendent of the Oregon Navigation and Southern Pacific, has been promoted to general superintendent of the Oregon & Washington, with headquarters at Seattle. He is succeeded at Portland by W. Bollows, who advances from division engineer.

R. H. Ingram has been appointed assistant general manager of the Southern Pacific of Mexico, with office at Empalme, Sonora, Mexico. All other officers of the

Cananea, Yaqui River & Pacific and of the Navojoa to Guadalajara assume similar service of the Southern Pacific of Mexico.

A. C. Ridgway, general manager of the Denver & Rio Grande, with office at Denver, Colo., and W. D. Lee, superintendent of the Fourth division, with office at Alamosa, Colo., have retired. Vice-President Charles H. Schlacks, at Denver, will, for the present, assume also the duties of general manager.

J. W. Doyle, assistant superintendent of the Iowa division of the Chicago & Northwestern at Boone, Iowa, has been appointed superintendent of the Pierre-Rapid City division, with headquarters at Rapid City, S. D. Trainmaster C. T. Boone has been elevated to the position made vacant by Mr. Doyle's promotion.

The following official changes became effective on the Big Four Sunday, June 20: W. F. Schaff, superintendent, was transferred to the Franklin division, and C. W. Buchanan was transferred from the Indian-

apolis division to the Cleveland division, vice Mr. Schaff. T. J. Hayes was transferred from the Peoria and Eastern division, vice Mr. Buchanan, and R. H. Allison was transferred from the Cairo division to the P. & E. division, vice Mr. Hayes. C. E. Burroughs, road foreman of engines, Chicago division, is promoted to trainmaster of the Cairo division south, vice Mr. Allen.

E. H. Barrett has been appointed superintendent and J. E. Hood trainmaster of the Missoula division of the Chicago, Milwaukee & Puget Sound, with offices at Alberton, Mont. This division will extend from Deer Lodge, Mont., to North Fork, Idaho. C. H. Marshall has been appointed superintendent and A. H. Moll trainmaster of the Columbia division, with offices at Malden, Wash. This division will extend from North Fork, Idaho, to Clealum, Wash. P. C. Hart has been appointed superintendent and F. E. Willard trainmaster, and E. G. Fowler chief dispatcher of the Coast division, with offices at Tacoma, Wash. This division will extend from Clealum to Seattle and Tacoma.



# Mentions

Remittance slips bearing changes of address for the M. B. D. will not apply to address for THE RAILWAY CONDUCTOR unless so specified by letter accompanying. *Always give your Division Number* when writing to THE RAILWAY CONDUCTOR.

Knowledge of the present whereabouts of Charles L. Orban is desired by Brother Joe Mooney, whose address is 725 E. 8th St., Pittsburg, Kans.

Brother E. E. Cadwell, 12 Ferry St., Woodhaven, L. I., N. Y., is desirous of learning the present whereabouts of Frank Carrick, formerly of Long Island City, N. Y.

Brother John A. McIsaac, 156 Lamartine St., Boston, Mass., is very desirous of obtaining information of the present whereabouts of his son, John A. McIsaac, last heard of May 11, at Stafford, Kans. He is 18 years old, 5 feet and 11 inches tall, weighs 160 lbs., and has dark hair and eyes, and dark complexion.

## Some Facts About Canada

Canada is larger than the United States by about 178,000 square miles, and has a population of only one-twelfth the latter country.

Canada is as large as thirty United Kingdoms of Great Britain, and equal in size to eighteen Germanys.

Canada is almost as large as Europe and twice the size of British India. Eighteen times the size of France. Twenty times the size of Spain, and thirty-three times the size of Italy.

Canada is one-third the area of the British Empire, and half of this area is as yet not surveyed into provinces.

Only one-quarter of this vast area is occupied and less than one-eighth is under cultivation.

Canada contains approximately 3,729,665 square miles—more than one-third of this territory is at present unexplored.

The unsurveyed districts of Mackenzie, Ungava and Franklin are larger than China.

The distance from Halifax to Vancouver is greater than from London, England, to Halifax.

Canada extends over forty-eight degrees of latitude—a distance equal to that from Rome to the North Pole.

These are a few rudimentary points about Canada, well known to the average school boy, but not known to those who decry the country.—*Exchange*.

Brothers—When writing to the CONDUCTOR, or, in fact, to any department, be sure to give your DIVISION NUMBER and STATE. You have no idea what an amount of work it will save us, and it is such a little thing for you to do.—Ed.

Any one having knowledge of the present whereabouts of M. Reardon, last heard of at Wellington, Kans., will please advise Brother J. A. Gordon, whose address is Wellington, Kans.

The national conference of the National Women's Trade Union League will be held in Chicago, Ill., beginning Monday, September 27, at 10 a. m. Delegates are expected from women's trade unions in Great Britain, France and Germany.

556—MUSKOGEE, Muskogee, Okla., every Sun., 2 p. m., K. P. hall.  
A. S. Miller, 702 Denver St.....C  
C. E. Valentine, L. Box 423.....S  
Organized June 27, by Deputy R. T. Arthur, with nineteen charter members.

551—VAUGHN, Vaughn, N. M., every Wed., 7:30 p. m.  
J. W. Finney.....C  
G. M. Durst.....S  
Organized July 18, by Deputy H. C. Vaughan, with eighteen charter members.

554—VIRGINIAN, Princeton, W. Va., 1st & 3d Sun., 2 p. m., Carr & Bratton Bldg.  
M. D. Horsfall, 517 17th Ave., S. W.,  
Roanoke, Va. ....C  
W. H. Myers.....S  
Organized July 18, by Deputy R. W. Moore, with thirteen charter members.

558—McALESTER, N. McAlester, Okla., 1st & 3d Sun., 2 p. m., Masonic hall.  
J. L. Cordial, Box 83.....C  
E. H. McGee.....S  
Organized July 18, by Deputy R. T. Arthur, with twenty-eight charter members.

## Fast Time In England

During the season of American travel the Great Western Railway of England runs three expresses daily from London to Exeter, a distance of 173 2-3 miles, without a stop, in three hours, the average speed being just under fifty-eight miles per hour. A fourth express covers the same run at an average speed of fifty-six and one-third miles an hour. It is not unusual for the total load at the back of the tender to reach 400 tons.—*Exchange*.

**Suspended Meetings**

The following Divisions will suspend meetings during August:

- Div. 13, St. Thomas, Ont.
- Div. 45, Oneonta, N. Y.
- Div. 54, New York City, N. Y.
- Div. 56, Albany, N. Y.
- Div. 64, Erie, Pa.
- Div. 68, Baraboo, Wis.
- Div. 124, Ogden, Utah.
- Div. 126, Omaha, Neb.
- Div. 157, Boston, Mass.
- Div. 188, Stanberry, Mo.
- Div. 193, Bucyrus, Ohio.
- Div. 224, Wilmington, Del.
- Div. 249, Tacoma, Wash.
- Div. 270, Youngstown, Ohio.
- Div. 284, Waco, Tex.
- Div. 289, Wellsville, Ohio.
- Div. 293, Chicago, Ill.
- Div. 381, Evansville, Ind.
- Div. 406, Monmouth, Ill.
- Div. 426, Dunmore, Pa.
- Div. 443, Du Bois, Pa.
- Div. 462, Antigo, Wis.
- Div. 465, Salamanca, N. Y.
- Div. 504, Monroe, N. C.
- Div. 514, Grand Island, Neb.
- Div. 547, Brazil, Ind.

Division 3, St. Louis, Mo., will hold regular meetings on the fourth Sunday only during August and September.

Division 9, Elmira, N. Y., has suspended the holding of its first regular meeting in August.

Division 12, Scranton, Pa., will dispense with its first regular meeting during August, September and October.

Division 23 has annulled regular meetings on the third Sunday of August and September.

Division 36, Pueblo, Colo., will hold meetings on the last Sunday only during August.

Division 44, Denver, Colo., will hold meeting as follows: August 16, and will resume holding regular meetings on September 13.

Division 58, Cedar Rapids, Iowa, will omit regular meetings until the fourth Sunday in September.

Division 59, Texarkana, Ark., will omit regular meetings until the third Tuesday in September.

Division 61, La Crosse, Wis., will hold no regular meetings until September 19.

Division 91, Portland, Ore., will hold regular meetings on the fourth Sunday only during August and September.

Division 92, Terre Haute, Ind., will suspend the second regular meeting during August and September.

Division 105, Meridian, Miss., will omit all regular meetings during August and September.

Division 118, Kankakee, Ill., will suspend the first regular meeting during August and September.

Division 150, Utica, N. Y., will omit their first regular meeting in August.

Division 153, Mauch Chunk, Pa., will hold regular meeting on the second Sunday only in the month of August.

Division 155, Syracuse, N. Y., will hold no regular meetings until September 19.

Division 198, Springfield, Mass., will omit their second regular meeting in August.

Division 218, Savannah, Ga., will hold regular meetings on the first Sunday only in August.

Division 227, Lincoln, Neb., will omit all regular meetings in August, and also their first regular meeting in September.

Division 265, Chanute, Kans., will omit regular meetings until September 26.

Division 317, New Haven, Conn., will hold their first regular meeting during August and September, all others being suspended during that period.

Division 336, Duluth, Minn., will hold regular meetings on the second Sunday only during August and September.

Division 390, Hoisington, Kans., will not hold any regular meetings until the fourth Sunday in September.

Division 391, Long Island City, N. Y., will omit their first regular meeting during August and September.

Division 413, Boston, Mass., will hold no meetings in August and will dispense with the first meeting in September.

Division 446, Atlantic City, N. J., will hold no regular meetings until September 26.

Division 472, Fairmont, W. Va., will suspend its second regular meeting during August and September.

Division 500, New London, Conn., will meet on the fourth Sunday only in August.

Division 503, Los Angeles, Calif., will hold regular meetings on the fourth Sunday only during August and September.

Division 507, Teague, Tex., will hold regular meetings on the second and fourth Sundays only during August and September.

Division 517, Dickinson, W. Va., will hold regular meetings on the second Sunday only during August and September.

Bethlehem Division 1, Ladies' Auxiliary, Cleveland, Ohio, will discontinue regular meetings during the month of August.

The following Division cards have been lost or stolen; if presented, please take up and forward to this office:

CARD NO.	WRITTEN FOR	DIV.
4320.....	A. P. Lyons.....	3
2786.....	H. G. Clark.....	59
15501.....	L. M. Needham.....	70
8928.....	E. Evans.....	105
20315.....	A. A. Carleton.....	108
14243.....	L. Davis.....	112
18529.....	C. L. Meserve.....	143
5687.....	Burt Hale.....	196
5029.....	C. E. Eberly.....	266
20375.....	T. A. Kramer.....	277
8108.....	C. G. Martin.....	298
11882.....	Joe Cheetham.....	303
8079.....	W. P. Gannon.....	456
11517.....	J. W. Brady.....	506

### How the Cows Escaped at Gettysburg

We had an old cow that had been in the family for years, and the morning of the first day of the fight we had put her in pasture as usual. This pasture was near the edge of town. Of course, we saw nothing of her during the three days of fighting. Often one of us would say, "I wonder what has become of the old cow." The general opinion was that we had seen the last of her. On the morning of the fourth day, father, my brother and I took a walk over the field to see if we could find any trace of her. We saw many terrible sights. Dead soldiers were lying around thick, dead horses, and many cow skins and heads; from this last we soon came to the conclusion that our cow had been killed for food like the rest, so we gave her up. As we were eating supper one evening a week or more after the battle, we heard a familiar bellowing in the street. Everybody sprang from the table and rushed out. There stood our dear old cow, looking as happy as it is possible for a cow to look at being home again. We petted and hugged her in our pleasure at finding her alive, and soon had her in the stable in her own familiar stall. Then we discovered that she had a bullet-hole in her neck and one in her side. She was not severely hurt, however, and both bullets came out eventually. We found out later that all the cows in that particular field had got out in some way the first day of the fight and had wandered off about ten miles from town, beyond the firing line. After the battle they all found their way back to town.—Albertus McCreary in the *July McClure's*.

### Railroad Prosperity Depends on Population

Here is a great bi-national transportation system, which is steadily becoming greater. The mountain and desert barrier between the east and the west would seem to be well nigh forgotten, yet it is still there, and freight must still be hauled over it at great

cost. How is it that this can be made commercially possible in the face of the intense world-wide competition between commodities? The way this matter is working out is very little known east of the Rockies, and is not any too clearly understood in the far west.

The answer is suggested in the statement that something more than half of the earnings of the Northern Pacific railroad at the present time arise from business that never gets east of Idaho. Similarly, the Southern Pacific does a greater passenger business at San Francisco than the New York Central does at New York City. The grave need of the west has always been population; in recent years it has been getting it, to an extent perhaps not generally realized, and with this population employed in agricultural work and productive enterprises of all kinds, it is no longer necessary for the transcontinental roads to make their living hauling raw materials, that cannot afford to pay a high freight rate, across great stretches of country that will eat the railways up if the rates are low. In the long and dreary days when it seemed impossible for a transcontinental road to make a living, the railways simply could not afford to haul crude commodities at rates which would enable those commodities to find a wide market.—From "The Railway Situation in the Northwest," by Ray Morris, in the *American Review of Reviews* for July.

### A Master of the Art of News-Letter Writing

William E. Curtis, the famous correspondent of The Chicago Record-Herald, probably has a more enviable position and is read by more men and women daily than any other newspaper writer in the United States. He can go anywhere in the world and write on any live topic that he chooses, so long as he interests his hundreds of thousands of readers. He has traveled several times around the world and written entertainingly about almost every country under the sun.

Every day in the year, without vacation or intermission, Mr. Curtis has a two-column letter in The Record-Herald. The remarkable thing about these letters is their power to interest all classes of readers. Women read them with the same enjoyment as men. Whether the subject be politics, travels, a new kink in the Monroe doctrine, an interview with the newest money king, or the personal history of an Egyptian mummy, the story is always told with a limpid simplicity and an unflinching sense of interest that keeps one reading to the end. No other correspondent now living can match the record of Mr. Curtis as a popular purveyor of timely and useful information. Whether he writes from his home in Washington or from the wilds of

Mexico, from the gay streets of Paris or some remote temple in India, he always has something fresh and entertaining to tell.

Mr. Curtis began his newspaper career in Chicago as a reporter in 1872, speedily became a managing editor, resigned to serve as secretary of a government commission sent to South America, and fulfilled his duties so brilliantly there that Secretary James G. Blaine placed him at the head of the new bureau of American republics. He is almost as widely known in South America and Europe as in the United States. At the world's fair in Chicago he was the executive head of the Latin-American department. He is a member of almost every learned society in Washington and many in Europe.

Nobody outside of The Record-Herald office knows under what flag Mr. Curtis will next be hanging up his hat, but everybody knows that, whether it be in Patagonia or Kamchatka, he will find something interesting to write about. Merely to read his daily news-letters is a liberal education. He does his full share toward making The Chicago Record-Herald the best home newspaper in the west.

"Come for a spin," he said, "in my new two-horsepower buggy."

She regarded the fragile contrivance critically.

"Thanks," she said, "but I haven't got on my walking skirt, you know."

#### The Railroad Conductor.

As a conductor he will probably begin in the freight service. His caboose will be a traveling office and more than that, it will carry all the gossip of the division up and down the line. It may be a homely little car, but it is just as sure to be a homelike place. From its elevated outlook he may command a good view of the train away ahead to the engine, and he will be supposed to know all the while that the brakemen are attending to their duties; that the train is in good order, particularly that there are no hot-boxes smoking away and in imminent danger of setting fire to the train and its valuable contents. There is a deal of bookkeeping to be accomplished in that traveling office. The conductor will receive the waybills of the cars of his train and their contents, and he is held responsible for their safe delivery to their destination or the junction points where they are to be delivered to other lines.

When he comes to the passenger service there will be still more bookkeeping to confront him, and he will have to be a man of good mental attainments to handle all the many, many varieties of local and through tickets, mileage-books, passes and other forms of transportation contracts that come to him, to detect the good from the bad, to

throw out the counterfeits that are constantly being offered to him. He will have to carry quite a money account for cash affairs, and he knows that mistakes will have to be paid for out of his own pocket.

All that is only a phase of his business. He is responsible for the care and safe conduct of his train, equally responsible in the last respect with the engineer. He also receives and signs for the train orders, and he is required to keep in mind every detail of the train's progress over the line. He will have his own assortment of questions to answer at every stage of the journey, and he will be expected to maintain the discipline of the railroad upon its trains. That may mean in the one instance the ejection of a passenger who refuses to pay his fare—and still he must not involve the road in any big damage suit—or in another, the subjugation of some gang of drunken loafers. The real wonder of it is that so many conductors come as near as they do to the Chesterfieldian standards.—Edward Hungerford in *Outing Magazine*.

#### Justice and the Law

While we are a people of reverence for law, it must not be forgotten that such reverence may be forfeited, if it come to be generally believed that the laws of the land are unjust. The waning reverence for the courts is not as serious a matter as would be the courts' forfeiture of men's reverence. Most serious of all it would be if the courts should cease to deserve the respect of American citizenship and yet receive it. A significant token of the disparity between law and justice is the admission frequently made that a certain decision, it may be, or line of conduct "is not just, but it is the law." And yet I do not hold the legal profession answerable for the lawlessness of injustice, seeing that lawyers, after all, are only the agents or instruments of the tendency of our age, which represents a hyper-legalistic conscience. The lawyer ought to be the law-maker, the law-interpreter, the law-expounder, the law-elucidator, when, in truth, the lawyer does much to evade, befog, complicate, eviscerate, the law.—Stephen S. Wise, Ph. D., in *July Pacific Monthly*.

#### Railroads Making Innovations

Passing from these incidents in the strife between organizations of labor and vast aggregations of capital, we find that the week has brought forth other news of great importance to the industrial world as well as to the whole public. On the 13th it was officially announced that the New York Central railroad has made plans for improvements in operation that will entail the expenditure of \$21,488,755 during the current year. It is significant that a large part of

this sum will be spent in the electrification of the road. Additional electrification will be done on the West Shore line, which now has some sixty miles on which motor car service is installed, and electric cars will be placed on the line between Utica and Syracuse. Simultaneously came reports that Harriman's tests over the Sierra Nevada mountains with electrically propelled cars were only in the nature of an experiment and that there was little likelihood of replacing steam with electric power on the Southern Pacific. These reports recall to mind the progress made in recent years toward the complete electrification of the terminals in Chicago, the great railroad center of the middle west, and suggest that the time may be near at hand when electricity will crowd out entirely the steam-power locomotives.—*LaFollette's*.

The Westinghouse E-T Air Brake Instruction Pocket Book, by W. W. Wood. Published by the N. W. Henley Publishing Co., New York. 250 pages, with 20 colored plates and numerous other illustrations. Ornamental cloth. Price \$2.00.

#### Brine Ruins the Rails

Railroad officials are seeking to find some practicable means of preventing the enormous amount of damage to their track equipment and consequent danger to trains caused by the dripping of brine from refrigerator cars. The question is said to be one of the most important now facing the roads. The expense due to the shortened life of rails and track fastenings, bridges and signal equipment is said to amount to large sums each year on all of the large systems, to say nothing of the possible consequences from accidents.

A committee of the American Railway Engineering and Maintenance of Way Association has had the subject under consideration for the past year and has referred it to the American Railway Association as a matter more concerned with equipment. This association is expected to recommend a change in the structure of the cars which will prevent the brine from dripping on the track. One refrigerator car will produce 200 gallons of brine every twenty-four hours, which is distributed over the roadbed and bridges. One remedy that has been tried is to cover a bridge structure with water-proofing, but this has been expensive and has not always answered the purpose.

Figures compiled by the Michigan Central Railroad for a year show that on 545 miles of track the deterioration ascribed to this cause amounted to \$25,000 on bridges alone, and the damage to rails, angle-bars, spikes, etc., brought the total loss up to \$145,000, which is the interest on \$2,900,000.

One type of refrigerator car which has been used has a pipe for the brine drippings

leading to the center of the track. At the engineering convention in Chicago last week many were in favor of recommending this, as the cost was small, and prevented damage except at crossings or turnouts.

This was regarded as securing "half the loaf," but in order to obtain a full removal of the evil the majority decided to take immediate action to bring about a change in the equipment.—*Chicago Record-Herald*.

#### The Ways of Women in Tunnels

Father Knickerbocker is two hundred and eighty-three years old, but he is still learning things about women. His latest experience may be of value to younger and callower cities, so declares a writer in "Success Magazine."

Some time ago William G. McAdoo, who has built up a thriving little business under the Hudson River, running trains between New York and the United States, set aside a special car for the exclusive use of women. The people hailed the innovation with joy. Here, at last, women could ride, safe from jostling, seat-grabbing, tobacco-scented men. True, some fun was poked at the "Jane Crow" cars, and there were sly suggestions about mirrors, and perfumery, and powder boxes, but nevertheless Mr. McAdoo was hailed as a public-spirited business man and a perfectly lovely gentleman. Polite uniformed attendants at the stations informed ladies of the special car and everything went beautifully.

There was only one drawback to the scheme. *The women would not use the car.* Giving the uniformed attendants, oh, such a look, the ladies crowded into the co-educational department, leaving their special car half empty. After three months' trial the gallant Mr. McAdoo has ordered the ladies' car discontinued.

#### Sleep and Sleep

The Paris Revue has been publishing the opinions of eminent men on the question of sleep.

Most of them insist that from seven to eight hours of sleep are needed, and one and all they number insomnia among the scourges of this hurry-scurry age.

There is, however, a worse disease. Not too little, but too much sleep is the curse of our time. Millions suffer from this complaint, and don't know it, but the results are manifest in innumerable lamentable ways.

To toss sleepless in bed is an awful experience, but to sleep in the daytime with the eyes wide open is more dreadful still.

From this prevalent and little suspected disease flow nearly all the miseries and sufferings of mankind—poverty, ill health, injustice, ignorance.

Some people are never so much awake

as in slumber, when they dream dreams and see visions.

"I dreamt the silliest thing last night you ever heard of," said an acquaintance once. "I dreamt that everybody had enough to eat and drink and wear, nice houses to live in, and a holiday trip every year; that there were no kings and no bosses, no unemployed and no one sweated, no victors and no vanished, but peace and prosperity for all. A stupid dream, wasn't it?"

It seemed to us, though we did not say so, that the stupidity began when the dream ended.

We are sorry for those who cannot sleep, but infinitely sadder is the case of the vast majority of mankind, who cannot wake; who work and weep, and loaf and laugh, and marry and reproduce and die, and are all the time asleep.—*Brisbane Worker*.

#### Undesirable Citizens

The man who is always grunting and growling and never says a pleasant word about anything or anybody.

The man who sneaks off to his favorite club or loafing place and only associates with his wife and children when he has to.

The man who thinks that rudeness is a sign of independence.

The man who stirs up class hatred among his fellow citizens.

The man who pushes others aside in order to get there first.

The man who is always running down the churches and throwing suspicion upon their members.

The man who kicks every little dog that crosses his path.

The man who is always promising and never performing.

The man who never has a bit of time for anything except to make money.

The man who stands on the corner and gawks at the women as they pass by.

The man who does a piece of work and does not do it the best he can.

The man who never pays a street car fare unless it is demanded of him.

The man who buys 10-cent cigars for himself and round steak for his family.

The man who puts all the blame on the school teacher if his child is wayward or ignorant.—*Ohio State Journal*.

Siberia has the coldest weather known anywhere in the world. At Verkhoyaonsk, Siberia, 90.4 degrees below zero was observed in January, 1888, which goes below anything ever known in the world before or ever since. At that point the average temperature for January is nearly 64 degrees below zero. This town is 330 feet above the level of the sea, and during the entire winter the weather is calm and clear.—*London Globe*.

#### The Manly Man

Of all the creatures which live upon this mundane sphere, the manly man is the noblest and best. He is a credit to his Maker and to himself, a blessing to mankind in general and a benefactor to all with whom he comes in contact. He is honest in his dealings with his fellow-man; kind and generous to everyone he meets; fair and just with those in his employ, or toward those by whom he is employed; loyal and true to his family, his friends and everybody else; brave and determined in doing the good which has been laid out for him to do; gentle and forgiving to those who trespass against him; active and fearless in standing up for his rights; rough and ready in his rational recreation; prudent, yet unselfish, with his money; temperate and discreet in his indulgence; modest, yet neat, in his attire; considerate and careful of the feelings of others; chivalrous and good in his treatment of women; sensible and cool-headed in the hour of peril; calm and intrepid in the hour of misfortune; quiet and sincere in the grief that may come to him; earnest and unceasing in his pursuit of happiness; pure and simple in his thoughts and language; loving and devoted to his wife and children or his mother and sisters; open and above-board in his business dealings; devout and humble in the worship of his God.—*Labor Leader*.

#### Sharp Practice

Why is it that a woman will teach her ten-year-old boy it is wicked to lie—then get on a train and assure the conductor that Jimmy is just past six?—*The Northwestern Bulletin*.

#### Cleveland and Life Insurance

Nothing in his public career gave Mr. Cleveland greater satisfaction than the relation that he bore, in his closing years, to life insurance. He was not astonished at the revelations first made in the Hyde-Alexander quarrel and confirmed and increased by the Armstrong Committee. He looked upon them as natural and to be expected. At the same time, he never exaggerated their extent. He considered these developments the natural result of government favoritism. If he had presumed to analyze them in their first and last effect, he would have said that they were the outward sign of an inward condition produced by our system of tariff taxes.

On the evening of June 9, 1905, I was called to the telephone by Mr. Thomas F. Ryan, who read to me a letter which he had written to Mr. Cleveland, inviting him to accept the trusteeship of the controlling stock of the Equitable Life Assurance So-

ciety. I was able from personal knowledge to assure Mr. Cleveland that Mr. Ryan had purchased the Equitable stock out of hand from his own ample resources; that he sought to avert a great public peril, and neither to make a profit nor to exert a financial power; and that these were the dominating reasons for his acts in purchasing and trusteeing the stock.

When convinced of the disinterestedness of all concerned, he consented to accept the trust, and authorized me to telephone his decision to New York.—George F. Parker in the June *McClure's*.

### Breaking Out the Colors

A pretty sight aboard ship is the breaking out of the flags on reaching a port. At the appointed time a seaman takes his station at the forward mast and another at the rear mast. In his hand is a small silken bundle, tightly rolled. This is sent aloft. When the signal to break out the colors is given a cord is pulled, the bundle unrolls, and a splendid silk flag flutters out to the breeze. At the foremast is that of the nation whose port the ship is entering, while that on the rear mast is the flag of the steamship company, the ship's nationality being advertised by a large flag at the stern. The latter is lowered, or dipped, by way of salute when another steamer is passed out in the ocean.—H. J. Blanton in *St. Louis Globe-Democrat*.

### Shear Humor

Old Mr. Flaherty was a general favorite in the little town where he lived. The doctor was away all one summer and did not hear of the old man's death. Soon after his return he met Mr. Flaherty, Jr., and inquired about the family, ending with:

"And how's your father standing the heat?"—*New York Times*.

One of the teachers who has a class of foreigners in the Boston evening schools decided to give them an examination in American history.

"Where and by whom was the first railroad built?" was the first question.

One of the men pupils said in reply:

"The first railroad was built in America. It was built down south. It was called Mason and Dixon's line."—*Boston Herald*.

One of the members of a state legislature in the south was a man who had lived a farmer's life most of the time until he was elected; and his wife, having never seen a railroad train and having no wish to test one, refused to accompany her husband to the capital.

When the legislator reached his destination he found that almost all the other members were accompanied by their wives,

and he sent an imperative message to his brother to "fetch Jane along."

The brother telegraphed:

"She is afraid even to look at the engine."

After pondering over the message for a while, the legislator sent the following command:

"Blindfold Jane and back her onto the train."—*Lippincott's*.

Sunday School Teacher—Now, Johnny, what was the miracle of the loaves and fishes?

Johnny—The fish became as big as the men who caught them said they were.—*New York Sun*.

Mrs. Gramercy—"Why doesn't your church get a minister who preaches the higher criticism?"

Mrs. Dorcas—"How can we, my dear? We can't afford to pay one more than \$1,500 a year."—*Judge*.

Uncle—"You are a very nice little girl to ask me to have more soup. Now why do you want me to have it?"

Niece—"So you won't eat so much of the chicken as you did last time."—*Fliegende Blaetter*.

Mrs. Sharp—"Have you filed those divorce papers for me? If so, I want you to stop them at once."

Lawyer—"Have you made it up with your husband?"

Mrs. Sharp—"Good gracious, no! But he's just been run over and killed by a motor car, and I want to sue the owner for damages."—*Illustrated Bits*.

"Well," said Farmer Cornlossel, "I've got to look after my tomatoes and string-beans and things."

"You don't expect to feed all your summer boarders out of that little garden, do you?" inquired the neighbor.

"Nope. I've put in my order for canned goods as usual. That vegetable garden is just a decoy."—*Washington Star*.

It is unlucky when traveling by rail to be alone in the carriage with a homicidal maniac.

When picking up a lucky horseshoe take care not to be run over. It is better to go without the horseshoe.

It is unlucky to be the thirteenth guest at a dinner table which is laid for twelve only. The proper course is to wait for an invitation.—*Punch*.

Checkers—"Years ago I had money to burn and I burned it!"

Neckers—"How?"

Checkers—"On an old flame of mine!"—*Lippincott's*.

Her Father—"When you marry my daughter you marry a big-hearted, noble girl."

Her Suitor (a wise guy)—"I know that, sir, and I'm sure she inherits those qualities from you."—*New York Observer*.

On the notice board of a church near Manchester the other day the following announcements appeared together: A potato pie supper will be held on Saturday evening. Subject for Sunday evening, "A Night of Agony."—*Manchester Guardian*.

Dentist—"Now, what can I do for you?"

Patient (whose heart has failed her at the last moment)—"Oh! er—my teeth are perfectly all right, thanks. Er—what I really came for was to ask if you would—er—care to play golf with me—er—some time this summer."—*Punch*.

"It is the duty of every man and woman to be married at the age of twenty-two," said the lecturer.

"Well," said a woman of thirty, with some asperity, "you needn't tell me that. Talk to the man."—*Philadelphia Ledger*.

"One-half of the world does not know how the other half lives."

"Well, it is gratifying to think that one-half of the world attends to its own business."—*Puck*.

He (just rejected)—"I shall never marry now."

She—"Foolish man! why not?"

He—"If you won't have me, who will?"—*Boston Transcript*.

Jack—"Perhaps you don't like my style of dancing."

Orme (in distress)—"Well, there is rather too much sameness about it."

Jack—"Er—How may I vary it?"

Orme—"Suppose you tread on my left foot once in a while."—*Exchange*.

"Yes," said Mrs. Lapsling, "Johnny's all right now. When he was bitten by the strange dog I took him to a doctor's and had the wound ostracized right away."—*Chicago Tribune*.

"I have here an opera," announced the robust composer, "which will be the greatest production of the century. It is called 'Paradise.'"

"'Paradise,'" roared the impresario; "man, do you realize what it would cost for scenery?"

"Yes," answered the composer calmly, "but do you realize what would be saved on costumes?"—*Town Topics*.

Atlas was bearing the world on his shoulders.

"The graduates will soon relieve me," he cried.

Herewith he gave it another shift.—*New York Sun*.

Mrs. H.—"Why are you so very fond of Oriental rugs?"

Mrs. R.—"I'll tell you a secret. The dirtier they get, the more genuine they look. You've no idea how much sweeping that saves."—*Cleveland Plain Dealer*.

The crow and the bird of paradise were talking about fame.

"Why, you are so homely you are only known to the farmers," sneered the proud bird of paradise. "Now, I am so beautiful I have my feathers on the hats of the society women."

The crow laughed sardonically.

"That may be, my friend," he chuckled, "but I have my feet under their eyes."—*Chicago News*.

### Arizona's Wonderful Canyon

How many Americans trot off to Europe in search of something new who have never seen and probably never known of the Grand Canyon of Arizona, the most stupendous, awful, mysterious, beautiful and attractive natural wonder in the world! It has a depth of 6,000 feet, is over 60,000 feet wide and incloses a magnificent river, framed in by giant peaks with all the colors of the rainbow. This magnificent canyon has been brought within easy reach by Pullman car from our great cities. A trip can be made from New York in three days and from Chicago in two.—*Leslie's Weekly*.

## Rosemary

BY ELAINE SHEFFIELD WHITMAN.

A Cupid dancing down Life's path

Looked in an open door;

He nodded, smiled, and smiled again,

Then fled, but evermore

There lingered in the tiny room

The love that Cupid bore.

A thought, quick darting into life

Elusive, fled my brain,—

I know not rightly what it was,

Nor why nor whence it came,

I only know the world doth now

A brighter hope retain.

—*Smith College Monthly*.

# Mortuary Record

- ATKINSON**—Brother G. Atkinson, Division 7, Houston, Tex.  
**ADAMS**—Brother C. A. Adams, Division 508, Hammond, Ind.  
**ANDREWS**—Brother A. I. Andrews, Division 404, Kern City, Calif.  
**BOWERS**—Brother F. B. Bowers, Division 152, Richmond, Va.  
**BURCH**—Brother L. L. Burch, Division 106, Rock Island, Ill.  
**BOND**—Brother G. H. Bond, Division 419, Shreveport, La.  
**CLARK**—Brother B. P. Clark, Division 318, Asheville, N. C.  
**CROSSETTE**—Brother M. P. Crossette, Division 293, Chicago, Ill.  
**DOYLE**—Brother D. O. Doyle, Division 507, Teague, Tex.  
**DUNLAP**—Brother G. C. Dunlap, Division 205, Portsmouth, Va.  
**DUNHAM**—Brother A. E. Dunham, Division 26, Toledo, Ill.  
**DAVIDSON**—Brother J. Davidson, Division 286, Ft. William, Ont.  
**ELROD**—Brother W. F. Elrod, Division 100, Columbus, Ohio.  
**ELLIS**—Brother W. Z. Ellis, Division 196, Jacksonville, Fla.  
**ESMAY**—Brother J. S. Esmay, Division 1, Chicago, Ill.  
**FLOOD**—Brother T. B. Flood, Division 278, Dennison, Ohio.  
**GRIMSHAW**—Brother H. L. Grimshaw, Division 478, Goldfield, Nev.  
**GEARY**—Brother E. S. Geary, Division 251, Pine Bluff, Ark.  
**HELM**—Brother G. A. Helm, Division 7, Houston, Tex.  
**HOHNE**—Brother E. H. Hohne, Division 159, City of Mexico, Mex.  
**HART**—Brother F. Hart, Division 48, Detroit, Mich.  
**HARVEY**—Brother D. E. Harvey, Division 339, Washington, Ind.  
**HAMLIN**—Brother J. D. Hamlin, Division 83, Galesburg, Ill.  
**HINKINS**—Brother H. Hinkins, Division 423, Dalhart, Tex.  
**HOWARD**—Brother C. E. Howard, Division 46, Milwaukee, Wis.  
**HUGHES**—Brother E. J. Hughes, Division 41, Blue Island, Ill.  
**HURLEY**—Brother J. Hurley, Division 268, Marion, Iowa.  
**JENNINGS**—Brother J. C. Jennings, Division 210, Roanoke, Va.  
**KEYSER**—Brother C. W. Keyser, Division 54, New York City, N. Y.  
**KINSEY**—Brother W. E. Kinsey, Division 185, Selma, Ala.  
**LAARZ**—Brother C. G. Laarz, Division 294, Trenton, N. J.  
**LOVELL**—Brother J. N. Lovell, Division 48, Detroit, Mich.  
**MURPHY**—Brother J. L. Murphy, Division 448, Breckenridge, Minn.  
**MITCHELL**—Brother J. L. Mitchell, Division 159, City of Mexico, Mex.  
**McKIERNAN**—Brother J. F. McKiernan, Division 257, El Reno, Okla.  
**McINTOSH**—Brother G. F. McIntosh, Division 124, Ogden, Utah.  
**NOEL**—Brother J. L. Noel, Division 130, Quebec, P. Q.  
**OWENS**—Brother C. H. Owens, Division 232, Sioux City, Iowa.  
**OHLLER**—Brother E. Ohlliger, Division 278, Dennison, Ohio.  
**OLSTOT**—Brother B. F. Olstot, Division 143, Harrisburg, Pa.  
**PERRINE**—Brother L. C. Perrine, Division 174, No. Paterson, N. J.  
**SHIELDS**—Brother F. H. Shields, Division 31, Burlington, Iowa.  
**SHEEHAN**—Brother J. W. Sheehan, Division 326, New Castle, Pa.  
**TAYLOR**—Brother L. D. Taylor, Division 140, Hinton, W. Va.  
**WELCH**—Brother S. Welch, Division 137, Osawatimic, Kans.
- 
- ANTHONY**—Mother of Brother L. J. Anthony, Division 402, Massillon, Ohio.  
**BUXTON**—Mother of Brother F. J. Buxton, Division 99, Montevideo, Minn.  
**GOODWIN**—Father of Brother A. M. Goodwin, Division 139, Knoxville, Tenn.  
**HOLTON**—Wife of Brother F. Holton, Division 164, Eagle Grove, Iowa.  
**HARKINS**—Mother of Brother J. D. Harkins, Division 57, Ft. Worth, Tex.  
**LINE**—Wife of Brother J. A. Line, Division 139, Knoxville, Tenn.  
**LONG**—Son of Brother G. B. Long, Division 307, Elizabeth, N. J.  
**NEUSOM**—Son of Brother J. N. Neusom, Division 210, Roanoke, Va.  
**WESSON**—Father of Brothers D. Y. Wesson, Division 393, Columbia, S. C., and W. A. Wesson, Division 88, Ennis, Tex.  
**WADSWORTH**—Son of Brother T. F. Wadsworth, Division 6, Battle Creek, Mich.

# General Information Relative to Mutual Benefit Dept.

Assessment No. 504 is for death of C. M. C. Kelley, July 23, 1909. See Article 13, Laws Governing Mutual Benefit Department.

## BENEFITS PAID FROM JUNE 1 TO JUNE 30, 1909.

Ben. No.	NAME	DIV.	CERT. NO.	SERIES	AMOUNT	FOR	CAUSE
5403	A. T. Ritter	428	16375	B	\$ 2000	Death	R. R. Accident
5404	C. E. Prevost	170	1899	A	1000	Death	Pneumonia
5405	B. McGuire	2	11720	B	2000	Death	Typhoid Fever
5406	F. E. Moreland	55	2087	C	3000	Death	R. R. Accident
5407	J. R. Hammett	5	3328	A	1000	Death	R. R. Accident
5408	G. L. Oran	209	12037	A	1000	Death	Angina Pectoris
5409	B. W. Gardner	247	7396	C	3000	Death	R. R. Accident
5410	C. J. Collins	225	4730	A	1000	Death	Uraemic poisoning
5411	T. G. Perry	167	13327	B	2000	Death	R. R. Accident
5412	David Harris	270	9266	B	2000	Death	Dropsy
5413	R. J. Montgomery	301	4698	C	3000	Death	Hypertrophy of Heart
5414	J. E. Bolan	453	15930	B	2000	Death	Tuberculosis
5415	W. S. Cruickshank	427	7978	C	3000	Death	R. R. Accident
5416	C. F. Turner	157	11286	A	1000	Death	Pneumonia
5417	W. McArthur	54	11777	A	1000	Death	General Paralysis
5418	J. A. Shrewsbury	70	1914	C	3000	Death	Hemotysis
5419	A. H. Clarke	208	7166	A	1000	Death	Pneumonia
5420	Z. S. L. Potter	247	9546	B	2000	Death	Gun shot wound
5421	A. E. Rice	26	4245	B	2000	Death	Toxic Meningitis
5422	J. E. White	157	7224	A	1000	Death	Cerebral Hemorrhage
5423	W. W. Sandridge	282	8019	B	2000	Death	R. R. Accident
5424	J. S. Karr	7	51	D	4000	Death	Diabetes
5425	R. L. Canote	363	11472	B	2000	Death	Heart failure
5426	D. McCollister	474	2340	B	2000	Death	Heart trouble
5427	J. W. Gardinier	171	4810	B	2000	Death	Pulmonary Tuberculosis
5428	J. O. Eastham	486	4424	A	1000	Death	Aneurism Artery
5429	L. A. McVey	60	1136	A	1000	Death	Consumption
5430	W. H. Godfrey	8	4281	C	3000	Death	Cancer of Stomach
5431	H. Hagan	53	4676	C	3000	Death	Cancer of Liver
5432	F. M. Jordan	233	2494	A	1000	Death	Pulmonary Tuberculosis
5433	H. Muller	169	10574	B	2000	Death	Drowning
5434	A. J. Crowley	49	7715	B	2000	Death	Chronic Nephritis
5435	S. Terry	57	6366	B	2000	Death	Exhaustion
5436	A. C. Poor	63	3833	A	1000	Death	Mitral insufficiency
5437	Geo. Mack	69	4829	A	1000	Death	Cirrhosis of Liver
5438	S. M. Wells	196	12034	A	1000	Death	Chronic Nephritis
5439	M. E. Harrison	351	5078	A	1000	Death	Gun shot wound
5440	T. B. Vandyke	187	7606	A	1000	Death	Apoplexy
5441	R. T. Sloat	507	11841	A	1000	Death	Gun shot wound
5442	F. W. Blevins	239	5678	B	2000	Death	Gun shot wound
5443	T. M. Gleis	346	5124	B	2000	Death	Suicide
5444	J. E. Hennessy	117	5750	B	2000	Death	Heart Disease
5445	W. A. McCune	410	7159	B	2000	Dis.	Loss of foot
5446	A. M. Slocum	137	7942	B	2000	Death	R. R. Accident
5447	Jas. Underwood	500	8813	B	2000	Death	Chronic Endocarditis
5448	H. H. Houston	57	8870	B	2000	Death	R. R. Accident
5449	G. I. Jackson	496	11211	B	2000	Death	Acute Tuberculosis
5450	V. R. Marshall	320	15479	B	2000	Death	Acute Nephritis
5451	H. D. Tock	160	16844	B	2000	Death	Addisons Disease
5452	C. M. Powell	102	1663	C	3000	Death	Apoplexy
5453	H. H. Andrews	19	2558	C	3000	Death	Organic Heart Disease
5454	E. Reese	201	2819	C	3000	Death	Gastric Hemorrhage
5455	G. M. Gibson	432	2960	B	2000	Death	Tuberculosis

## NUMBER OF MEMBERS ASSESSED.

Series A, 13,500; Series B, 17,206; Series C, 8,276; Series D, 374; Series E, 53. Amount of Assessment No. 504, \$74,501.

## FINANCIAL STATEMENT.

Received on Mortuary Assessment to June 30, 1909.....	\$11,610,541.15
Received on Reserve Fund Assessment to June 30, 1909.....	678,991.14
Received on Expense Assessment to June 30, 1909.....	123,155.80
Received on Applications, etc., to June 30, 1909.....	185,479.14
	<b>\$12,598,167.23</b>
Total Amount of Benefits paid to June 30, 1909.....	\$11,121,567.00
Total Amount of Expenses paid to June 30, 1909.....	297,896.85
To the Credit of Mortuary Fund, June 30, 1909.....	488,974.15
To the Credit of Reserve Fund, June 30, 1909.....	678,991.14
To the Credit of Expense Fund, June 30, 1909.....	10,738.09
	<b>\$12,598,167.23</b>

## EXPENSES PAID DURING JUNE.

Sundry expense, \$39.80; Postage, \$60.00; Stationery and Printing, \$105.00; Salary, \$855.00; Fees returned, \$2.00; Legal, \$75.00; Expense Ins. Com. \$900.00; Medical Director, \$185.00.

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		CASE	CASE
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B. W. RAYMOND	18 JEWELS	\$38.00	\$34.00

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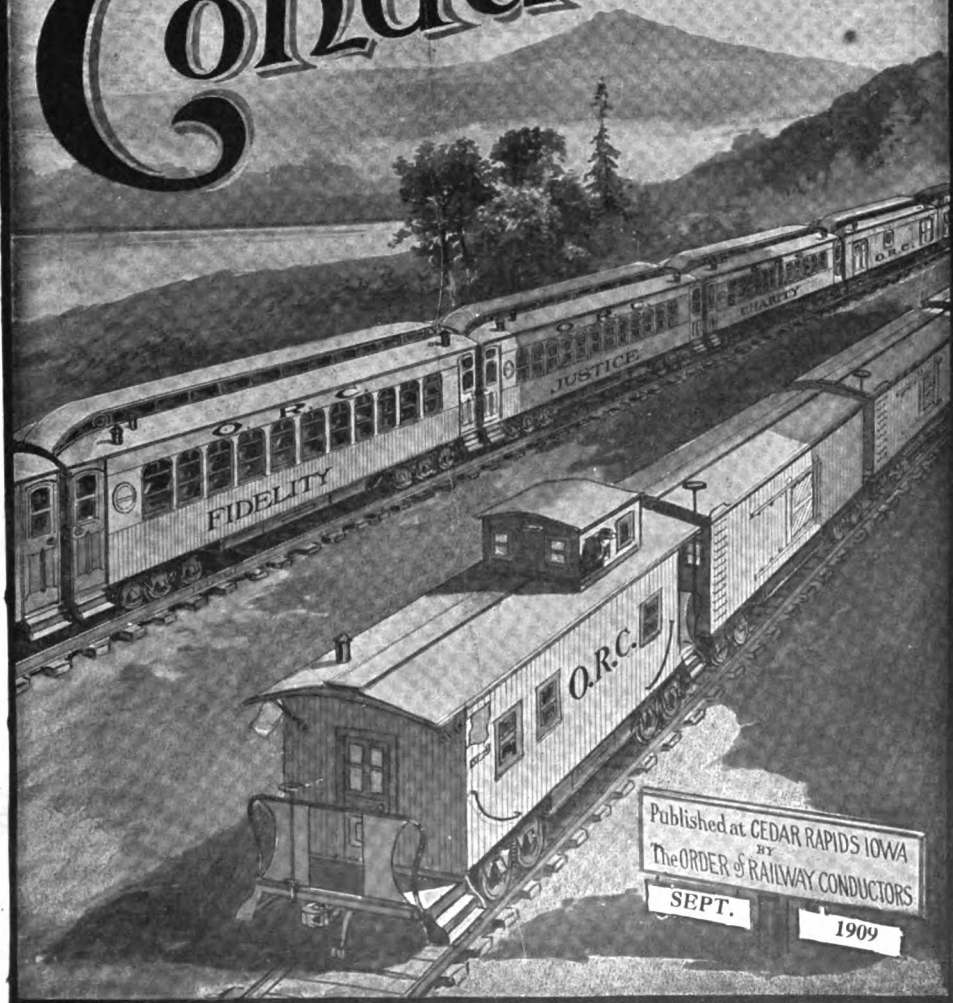


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for this same outfit. This is a positive fact. It's only one of ten other complete outfits that we are offering at prices ranging from \$25.00 to \$100.00. Our catalog describes them in detail. You need the book if you want to keep posted on up-to-date business methods. Get our prices on Pipe and Fittings. Write us today.

Strictly new and as good as anyone sells. We have everything needed in Plumbing Material. Our prices mean a saving to you of 30 to 60 per cent. We can easily prove it if you will give us a chance.

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We furnish new complete hot water heating outfits at half the usual prices. Our proposition includes all necessary plans, specifications, blue prints and detailed instructions; so that any ordinary mechanic handy with the use of tools can easily install it.

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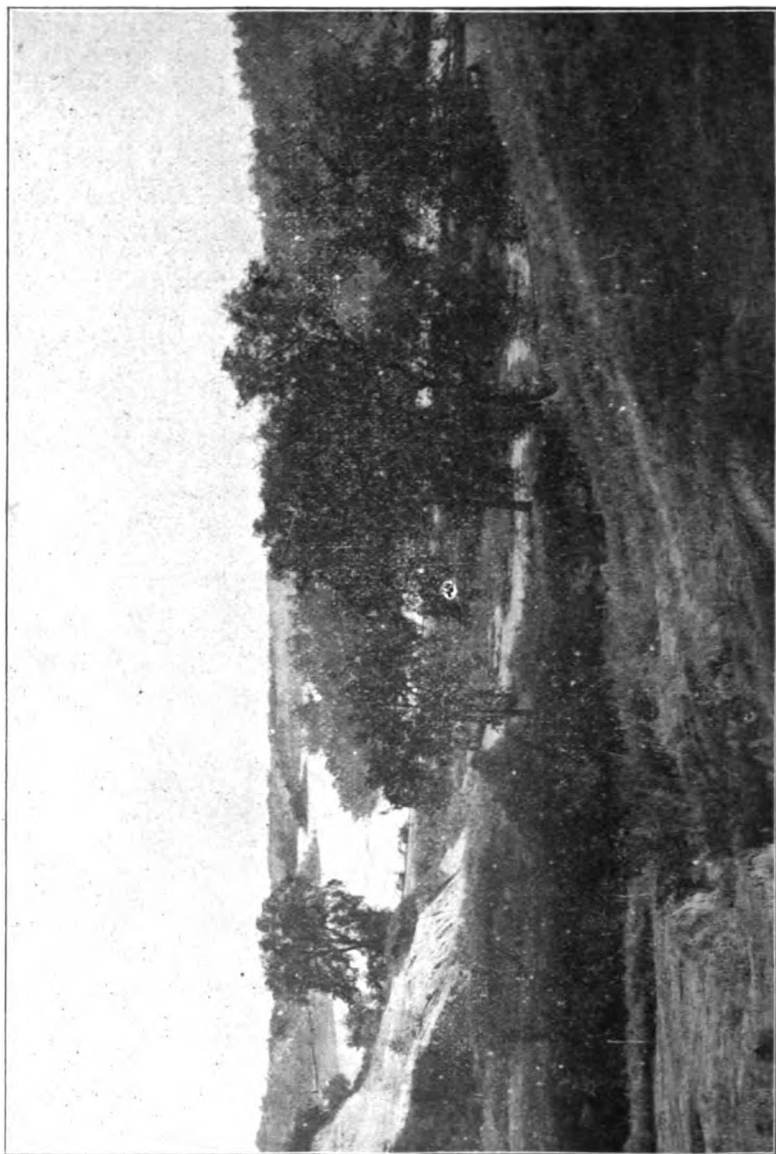
## In Paradise

BY ADELBERT CLARK

I dreamed I dwelt in Paradise  
Where all the glories are;  
Where Spring eternal dawned and sung  
Illumed by Love's bright star.  
I heard a babbling woodland brook  
Go singing on its way,  
And morning in its rosy robes  
Brought in a cloudless day.

I dreamed I dwelt in Paradise  
Where Love is ever found,  
Where daily work and sterling deeds  
Of honesty abound.  
Where friends are loyal as the stars  
And dear to every heart,  
And men are striving to be brave  
And show the brightest part.

I dreamed I dwelt in Paradise—  
The Eden of God's men,  
Where kindly deeds are recompensed  
For all "that might have been."  
And when at last, I 'woke from sleep  
As all we mortals DO,  
I found that *this* was Paradise,  
And that my dream was true!



THE DELLS, NEAR CEDAR RAPIDS, IOWA.

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NOV 12 1909

CAMBRIDGE, MASS.

# The Railway Conductor

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F. H. PEASE, EDITOR.

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## Investigations and Their Purpose

BY W. D. ANDERSON.

The purpose of investigations in modern railroading is not for the purpose of fixing the blame upon an individual in order to punish him, but rather to determine the conditions surrounding error and thus provide against a repetition of that error in some one else. Where the aim of an official ends with having suspended one man for a given offense without showing other men the basic reason for such action, the effect is not further reaching than upon the offending man, who, himself frequently fails to see the justice of it, especially when such action falls rather upon his family than himself individually.

A railroad official in the west not long since made use of the following words: "If care had been exercised in the past to properly administer discipline to those who violated rules, and the necessary time had been taken by superintendents to carry their investigations far enough to make clear to those at fault wherein they erred, labor organizations would not be as prominent today as they are."

I do not know from the language used whether the writer deplores the existence of our labor organizations or not, at any rate he tells what I believe to be true from either his standpoint or mine. That there have been many investigations held which have fallen short of the end to be attained there is no doubt, and having fallen short, they did injustice to both the employee who was not properly disciplined and the company which did not derive any benefit through such action as an object lesson to others.

There is a dignity which goes with the position of superintendent or trainmaster

without that air of frigid autocracy which many officials believe necessary to "make the boys tremble." That dignity is the big charitable heart for the man who errs; the straightforward, candid manner of meeting every employee and the unswerving truth and impartial manner of dealing with all. Such a man, if gifted with normal acuity, possessing the confidence of his men, will have no trouble in determining the causes for accidents and if, in his judgment, it becomes necessary to punish the offender as an example, there will be no grounds of appeal left open for the committee of adjustment—not even excepting the "sympathy appeal"—for he has already considered just how far his decision will reach.

The word authority carries with it in one sense of the word a mistaken relation between the men and the officer. There is an example of mistaken authority told by a traveling passenger agent which clearly conveys the idea as some men have it. A son of old Ireland had been promoted to section foreman. Coming on the job the first morning he wished to impress his men that he was in authority. Addressing O'Brien, who stood near, he said, "Pick up that tie! Lay down that tie—I'll show ye who's boss." Then turning to another who was oiling the car, said, "Here Hennessy, let Casey oil the car—what do ye know about machinery?" The great end to be accomplished, *success*, is only reached by co-operation. There can be no successful co-operation where there is not a friendship existing between the officers and the men and between one department and another. The success of an officer depends just as surely upon the loyalty and obed-

ience of his men as success itself depends upon economy. An officer should make it a point to meet frequently with the men. They are of a common clay with equal rights and all are servants of a common family catering to the public. They should discuss freely with their men what it is desired to accomplish, just as a conservative conductor details each move and receives the suggestions of his men how to make each move count. He necessarily takes them into his confidence and knows that they feel a personal interest in the work and each man tries to do his part faithfully so that no man will cry "bull" at him. We all make bulls—bulls mean errors, but if we watch each other's moves and criticise in the proper spirit the effect will be very generally felt and the bulls shrink to a minimum. Harsh discipline does not accomplish much and snap judgment less. Some men who would have made good conductors had they been educated properly were spoiled by lack of proper supervision. Good material naturally absorbs good supervision, but bad material abhors it and it is very easy to tell one from the other. Good men need no drastic punishment any more than a well inclined child needs a beating. Men are but children grown and some men have a very fine sense of sensibility. It requires tact in an officer to meet each man as he is and retain that man's respect for him as an officer. The officer's territory should be such that he can cover it each day and be as familiar with the conditions thereon as if he had charge of the personal execution of each line of work. He should invite suggestions along the line of improvement, and talk economy of operation, material and maintenance; excite a friendly rivalry in the discussion of the rules and the several forms of train orders; ask pertinent questions in the handling of trains under certain emergencies and acquaint the men with the history of accidents, enabling them to grasp a similar condition if it should ever occur to themselves and thus prevent it. With meetings of this nature the employe will look with pleasure to the coming of the "old man" when he goes out with them. If an officer has a personal knowledge of a man's sincerity and faithfulness in the discharge of his work day after day it is pretty hard to shake that confidence even

when circumstances point to negligence. In such cases the man gets the benefit of the doubt.

I believe it would gladden the heart of every official in this country if he had men that he could give the benefit of the doubt in every case. There is no credit or premiums bestowed upon an officer for administering punishment to an employe. He does not own any more of the company's property than the humblest section foreman on his line. He is simply one of the same family of servants who has to perform his work or be called to account the same as any other man. To see his men doing good work is as pleasing as it is to the conductor who sees his boys making every move count. The man who knows he does not make any bulls has reason to feel proud of his ability. His fellows look on him with just a bit of envy and ~~secretly~~ they try to imitate him or cherish a ~~hope~~ some day to surpass him. His ~~trainmaster~~ is also proud of him. But how about that ~~pessimist~~—it were better he had not ~~been~~ born.

I would like to quote an ~~extract~~ from the notice of President William C. Brown, of the New York Central Lines, whose genealogy dates back to the same soil upon which the CONDUCTOR has thrived for nearly twenty-five years and produced such a remarkable development in each. He says in part:

"It should be remembered at all times, that the pay of every man in the employ of the company comes from the same source, and that only by serving the best interests of the whole system can any department serve its best interests."

There is no position, however humble, in which a man cannot gain for himself a name for Good Work. The man who shirks his share of duty only puts his burden on weaker shoulders, perhaps, than his own. Such a man a conductor soon turns in. Prompt investigations bring such men into the limelight and the service is benefited by their removal. An active interest should be encouraged by every conductor during every mile of the trip and the importance of keeping a close watch for danger signals be the watchword—quick to act with judgment in emergency and ever remembering the motto: "Eternal vigilance is the price of safety."

# Journalism and International Affairs

BY EDWARD CARY, OF THE "NEW YORK TIMES."

It is a truism in all lands where the press is reasonably free, that the responsibility of journalism in international affairs is weighty. But it is in the nature of a truism to be trite and of triteness to be vague and of vagueness to be misleading. Let us examine the matter a little closely.

In the first place, journalism, like every modern institution, is very complex, differing in different lands, in different parts of the same land, and at different periods of

that must thus be called in play and in the way that they will work. We need not, however, go so far afield for evidence that journalism differs under different skies, even when the language is the same. That of the United States is very unlike that of England, and we see appreciable dissimilarity in the journalism of the east, the west and the south of the United States, and in the journalism of today in each of these regions compared with that of even



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its own evolution. Great Britain and Japan are allies. The statesmen of each nation recognize that it has vital interests in common with the other, and they have bound the two, for a fixed term, to pursue these jointly, even by armed force. France and Russia are in like case. In carrying out the purposes of these alliances, or in hindering them, the journalism of the several countries may have a considerable influence. The matter has but to be mentioned to suggest the marked variation in the agencies

two decades since. The institution, if we may so call it, is as *ondoyant et divers* as the personality of Michel de Montaigne.

Yet the complex thing we call journalism—British, German, French, American, what not—exists. The image the name calls up in our minds has a basis in fact. Journalism has generally two functions in which every journal, in different fashion or degree, shares—to furnish information and to comment thereon. As it is in the exercise of these functions that they find a common

part in the affairs of the community, so it is for the way they exercise them that they have their common responsibility. In general terms it is easy enough to state that responsibility. It requires that information shall be full and accurate, and that comment shall be fair, temperate, and as wise as the journalist shall be able to make it. But this is almost as indefinite as to say that journalists should be gentlemen by nature and breeding, besides being thoroughly trained in a difficult and intricate profession. Look a little nearer at the functions to which the journalist is called.

First as to furnishing information. Not many years ago this was the field in which energy, capital, ambition, talent were most concentrated, and in this field the competition was so strenuous and costly that only the wealthier and stronger journals entered it. While there is still ample room for ingenious and vigorous competition, among those who care to take part in it, the more important, at any rate the more salient, facts in the daily life of mankind are now accessible practically to the great body of the newspapers in English-speaking lands, and in less degree, but with pretty liberal fulness, to newspapers in other lands. This has been brought about by the organization of news-collecting associations—Reuter in England, Havas in France, Wolff in Germany, the Associated Press, the United Press, Laffan's in the United States—which are expected to cover, and in fact generally do cover, the news of all parts of the world. These associations have their agents, usually fairly trained, sometimes men of exceptional character and equipment, not only in all the capitals, but in all the chief cities and in the newspaper offices of the minor centres, so that it is practically impossible that any event of obvious interest shall pass undiscovered and unreported. The result is that on thousands of editors' desks in every quarter of the globe each day there are laid, ready for printing if desired, reports of the news of the preceding twenty-four hours in all other quarters of the globe. For the great mass of newspapers the task of news-collecting, so far as concerns foreign lands, or their own land beyond the neighborhood of each, has been abolished. The question of how to get the news has been replaced by the question

of what choice to make from the vast heap daily at hand.

For most journalists, then, in the chief countries, the responsibility in international affairs hardly relates to fulness or accuracy of the news they collect. The news they get is about as full and accurate as can be had. No private effort, save by papers of great capital, and a highly organized staff, under expert and daring direction, can seriously amend the work of the news associations in these regards. What remains for most is the choice of news accessible, the form of its presentation and the comment on it. What responsibility attaches to this function? For the great papers, for those that can afford to maintain their editors-resident, so to call them, at the centres of affairs, who know—and sometimes share—the undercurrents of sentiment and interest that influence political action, there is clearly a responsibility that the least sensitive might well feel. What is that which rests on the multitude of active, keen, generally intelligent and right-minded men who administer probably nine-tenths of the sixty thousand newspapers of the modern world? It is not easy clearly to define it, but it is unmistakable and it is considerable.

Primarily it relates to their influence on what is known as public opinion, but what is in reality chiefly public sentiment. As to international affairs there hardly exists in the public mind anything that fairly or accurately can be called opinion. A very small part of any community, of even the best taught and, in ordinary matters, the most intelligent, can, and a still smaller number do, *think*, on foreign affairs. One of the wittiest and wisest of journalists, Walter Bagehot, was wont to say that if you wished to test the value of public opinion, ask your butler what he thinks of proportional representation. Of course, generally he does not and cannot think about it at all. Foreign affairs are of necessity not understood of the people because there is not room in their minds and lives for the unfamiliar and often difficult facts from which an understanding can alone be secured. It was reported on February of this year when Mr. Elihu Root retired from the state department at Washington, that he had negotiated twenty-four treaties providing specifically or generally for the arbitra-

tion of international differences arising between the United States and other nations. Unquestionably that was a substantial service to his country and to mankind, rendered by years of patient, enlightened and tactful effort. How many of the people of the United States, how many of the members of the legislature of the state of New York, who have just voted for Mr. Root as United States senator, could mention one in ten of these treaties or could define the general principles by which the American government has been guided in making them? But if opinion, drawn from adequate study of authenticated facts, is too

not be due to the electors' opinion of the general conduct of the agents, or of their conduct as to matters of serious or lasting interest. It may be due to a transient outburst of passion, and may be reversed in another outburst in the opposite direction. Such things happen so often that it would not be far amiss to call the modern system in many instances rather responsive than responsible government. It is with the sentiment which, when aroused, controls at such crises that journalism has to deal, and from this fact its responsibility arises. The most serious situations are presented not in domestic but in international matters, be-



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difficult and tedious of acquirement, there is no lack of sentiment regarding international affairs. It is in relation to this sentiment, to its creation, guidance, restraint or stimulation, that the responsibility of journalists arises.

"Responsible" government is a relatively modern phrase, describing, not too nicely, a modern thing. In practice it is government of a nation by agents who can, more or less clumsily, be changed if their conduct do not satisfy the majority of that portion of the people who have a voice in their selection. The change is not necessarily the result of deliberation and it may

cause in domestic matters readers have more, and more trustworthy, information as to men and measures, do not so easily deceive themselves nor are so readily misled. Moreover in international matters the minds of the mass of men are excited by a strong tendency towards personification. That is to say, they conceive of a foreign nation as an individual, with individual virtues and vices, particularly vices. Even the wisest yield unduly to this. Grave historical writers have a besetting habit of speaking of Germany, France, Great Britain, America, as "she," as a being who can hate and love, plot and fight, can give or take gratitude,

resentment and all the intricate category of attributes or feelings that lead to friendship or quarrel in personal intercourse. The tendency is simplified and becomes more intense in the minds of the mass in any nation. It is very tenacious, it is wayward and incalculable in its manifestations, and is sometimes full of peril. The journalist ought clearly to keep it in mind and to shape his conduct with reference to it.

The chief responsibility of a journalist, then, in international affairs is for the influence he may exert on the feelings of his readers and so on the general sentiment on which so much depends. This influence is exerted, first, by the choice he makes from the mass of news accessible to him. That choice is not really very wide. He must in practice take that most interesting to his readers. It is an elusive despotism that dictates this, but it is indisputable. There is, however, wide discretion as to form. The same news can be presented in a manner to excite or to prevent excitement. The sensible and practical rule is always, so far as possible, to give peace the benefit of the doubt, so to address readers as to keep them cool, and fair, and rational. So far as concerns the text of the news as furnished by the press associations, this rule is generally followed. There is not much temptation for the agents of the associations to depart from it. They are not likely to be goaded by any feeling of rivalry to make their dispatches more impressive, attractive, in a word, sensational. Their interest, as well as their instructions and their duty, can best be obeyed by clear and uncolored presentation of the facts they have obtained. When their reports reach the newspaper offices, however, a different set of conditions is sometimes encountered. The temptation to depart from the rule, to make the news striking, to give to it a form that will catch the eye and stir the feelings of readers to whom the same news may be presented by other and rival papers, straightway is felt. Its mischievous effect shows chiefly in the "head-lines," and in these really almost more than in editorial comment is embodied the influence of the paper. In this form it is very great. The prayer of the modern, longing to sway the hearts of a people, might well be: "Let who will make their laws if I may write

their head-lines." These are the one feature of a paper sure to receive the attention of all. Day by day, continually and continuously, they express its purpose and work its will. By them, day after day, the minds of thousands, of hundreds of thousands it may be, are reached and wrought upon. A certain proportion of a paper's patrons read its discussion of current events; a larger proportion may read the text of its news columns; substantially all read its head-lines. The impress conveyed is immediate, clear, and, in the long run, effective and lasting. In this direction, therefore, lies the first and most imperative demand on the sense of responsibility of the journalist. Here first and more largely than anywhere else, his conscience will recognize the opportunity and the obligation to give peace the benefit of every doubt and to keep his readers, as far as may be, cool and fair and rational.

Of the like obligation in editorial comment little need be said. His must be a dull mind indeed to whom it is not plain. Every consideration that appeals to a man in private life to make him just and temperate and courteous and sane appeals far more strongly to the writer on international affairs, since his influence is far wider and the effect of it may be far more important and enduring. But while the duty is clear, the discharge of it is not always easy. To be just and sane the journalist must be well informed, and sufficient knowledge for reasonable conclusions can be had only by constant study and observation. Moreover, there is a certain peril for a writer in too exclusive devotion to any one class of subjects. He is exposed to loss of perspective and is liable to overlook facts, often facts near at hand, which it is not safe to ignore. Unfortunately the risk is likely to be the greatest with writers devoted to noble and beautiful theories of international peace. The task of the journalist is to get at the truth, and, as near as may be, the whole truth, and that is a task sometimes sadly interfered with by theories too comprehensive, too absolute and too confidently held. "A fool's paradise" is a dangerous abode from which to direct or to try to direct, the public mind. The journalist who dwells habitually in it, who shuts his vision from the complex interests, passions, ten-

dencies of the people of whom his readers are a part, which determine for the time being the rate of progress toward the spread of peace, not only exposes himself to bitter disappointment, but does to those who listen to him a distinct disservice.

As has already been intimated, the question of the responsibility of journalism in international affairs is quite as important for the smaller papers, including the weeklies, as for the larger, and in the United States it is even more important. These papers have a very large total circulation. They are usually read more deliberately, with closer attention, and enter more intimately into the minds and the lives of their readers. Their interpretation of current events may not carry more weight, but they make a more continuous and probably a more effective impression. On the whole, the contents of these papers correspond to this view of their function.

They are less ephemeral and sensational. It was these journals that Dr. Nicholas Murray Butler, president of Columbia University, largely had in mind when he said, in one of his addresses before the University of Copenhagen, in 1908: "At its best, or even in its average state, the American newspaper is conducted with sobriety and with a due sense of responsibility as an institution powerful for good or evil in a democratic community." Among the larger papers also, especially in the matter of editorial discussion, this judgment is deserved, the exceptions being more conspicuous than numerous or influential. Undoubtedly the press in America, as elsewhere, falls short of the best in this regard, but it is advancing. Those of us who, ardently attached to the cause of just peace, find the advance slow, may comfort ourselves with the ancient saying: "Time respects only that which Time has wrought."

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## The Gray Haired Dispatcher

BY H. MONTGOMERY.

The ponderous town clock of the lumbering village of L——, had just tolled the hour of ten, and simultaneously with it my alarm clock, set one hour too early, rang out clear in apparent ecstasy of delight in arousing me at that hour of the night. It was still two hours yet before I went on duty as third trick dispatcher, in which capacity I had been employed by the Q. & R. R. R. for about one year. Knowing that further sleep was now impossible, I arose and looked out upon the dismal street, now made more disagreeable by a drizzling November rain, augmented by a dense fog, the horror of all railroad men both in the office and on the rail. I decided to go down to the office and spend an hour or so chatting with the night chief dispatcher, "Hank" Gormley, who had always been rather friendly with me. Sunday night, there is always a dearth of business even on the largest trunk lines. I found Gormley making himself comfortable in the enjoyment of his meerschaum pipe, which was going at a furious rate, and feet

cocked upon the table, evidently lost in meditations over future prospects or past opportunities. "Hello, Mont., you're early tonight," was his kindly greeting as I entered his office and shook the rain from my outer garments.

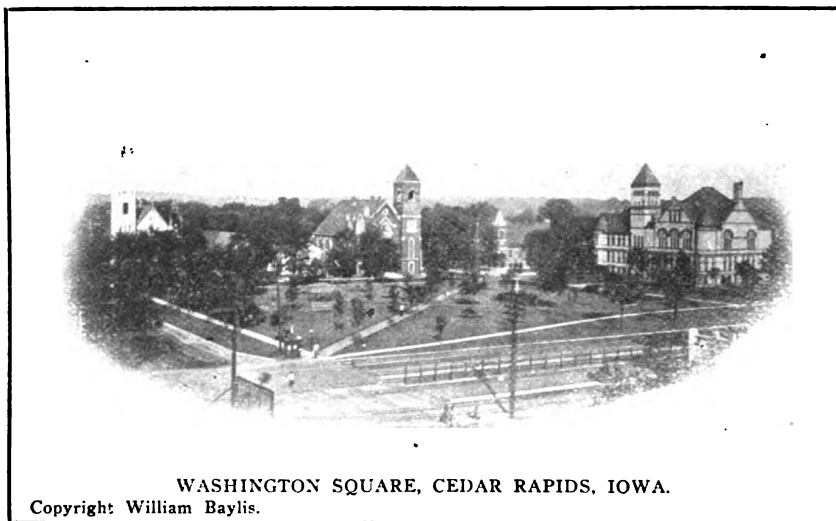
The second trick man was a mystery to all the office force, and had been ever since he had taken service with the company some two years prior to my coming to L——. Owing to his premature ~~gray~~ hair they had named him "Old Man Bailey." Although his face was rather well preserved, yet his hair was snow white, and this fact coupled with his quiet and retiring disposition and his absolute refusal to discuss his past life made him an object of interest not accorded to all men. However, I have never yet seen a railroad general office in which there was not some eccentric character which aroused special interest by their peculiarities, and in this office "Old Man Bailey" filled the bill. Gormley suggested that we invite Bailey in for a smoke and gradually make an effort to have him

tell us the story of his life, which we were burning up with curiosity to learn. It being Sunday night, Bailey had nothing of any consequence on the road, so we had no difficulty in persuading him to accept the invitation to join us.

"Bailey, Montgomery and I are curious to know something of your history as a railroad man," queried Gormley.

"Well, gentlemen," said Bailey, "I have always been adverse to discussing my past life, the recalling of which has a tendency to make me morose and faultfinding with the world in general, although I realize that the world has nothing whatever to do with my past difficulties. I presume you two

third No. 8. A day telegraph office was located at G——, the summit where the pushers turned back to the foot of the hill again at V——. One pusher helped second No. 8 to G——, and had received an extra order back to V——, and went in on the passing siding at G—— and drifted down to the west end of the siding to wait on No. 10, which soon showed up. Signals had been put up on second No. 8 after this pusher had gone behind the train at V——, consequently he knew nothing of a third No. 8, and as soon as No. 10 cleared the west end of the siding he 'high balled' west against third No. 8. The operator at G—— told me

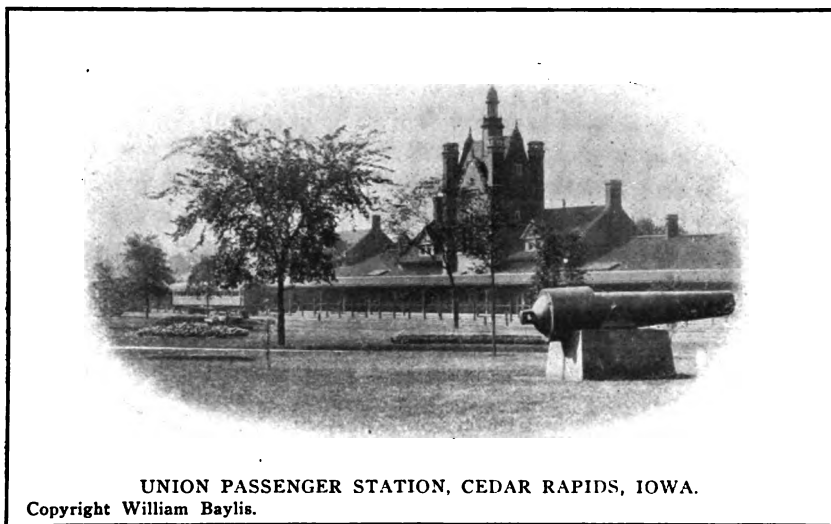


gentlemen, like myself, were brought up in the east and for some unknown cause have drifted to the great west." To this query, both nodded our assent. "My older brother and I," said Bailey, "were dispatchers in the same office, and worked the first tricks on two districts of a road that was located in a mountainous region. We also had a still older brother, an engineer, on this line who was pulling freight at the time of which I shall relate. About fifty miles west of the division headquarters there was a grade sloping to the west which required pushers to help trains moving east for a distance of five miles. I had three sections of No. 8 that morning, and No. 10, local freight, sandwiched in between second and

that he had gone and I burned the wire up trying to catch third No. 8 at an intermediate station, not much used as a train order office, only to get a report that third No. 8 was by. The pusher backing up struck third No. 8 in a deep cut; the entire crews of both engines jumped off, and the engineer of the light engine reversed his engine before jumping. The impact was not very great, as the loaded train was on a heavy grade. When they struck, however, it derailed the tank, and the pusher engine began to leap and bound in the eastward direction, dragging the now derailed tank with it until the east end of the cut was reached, when it broke the drawbar between tank and engine, and the engine

started at a fifty miles per hour gait for the east. Second No. 8 had met first and second No. 3, west-bound empty trains, at a point east of G——, the summit, and our brother was engineer on first No. 3. The operator at G—— reported engine 9 coming back—this was the pusher—and he said he was flying, but when he was approaching the west end of the siding at G——, the operator was notified by the conductor of No. 10, which had backed in on the siding, that engine 9 was running away, and you can imagine my feelings when the operator said, 'My God, engine 9 is running away.' I said stop her, but he replied 'she has gone by.' There we were

does on such occasions, and after an hour or more he called us, saying that first No. 3 had arrived at G——. All there was to first No. 3 was my brother and his fireman, both hatless and begrimed with the exciting experience they had just passed through. Our hearts went up in thanksgiving to Almighty God for the delivery of those men. They were coming west, after having passed second No. 8, and on the only short straight line in that piece of track, when they saw engine 9 coming at a high rate of speed. My brother said, in relating it afterwards, that he whistled brakes, but upon getting no reply he and his fireman both jumped in time to save



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walking the office, brother and I, both firmly convinced that nothing could save our brother from instant death, as the line east of that point was full of curves and, also, a down grade, which would naturally increase the momentum of the now flying engine. The crew on the local at G—— took their engine and followed the runaway carefully eastward, and we waited for the fatal tidings which we felt were sure to come. The wreck force, with the superintendent and all minor officials aboard, were already called and about ready to start for the scene of the accident. I kept calling the operator at G—— every few minutes asking for any news, while we sweat blood as only a nerve-racked dispatcher

themselves. Their engine was simply reduced to scrap, and was hauled to the shops on trucks. The runaway suffered less than might have been expected, and aside from the front end, which was knocked in, was in fair shape.

"This shocked my nerves, and for a time I was unfit for duty, but later resumed my old place at the key, although my hair had already begun to turn white from this experience. Two years later my brother was engineer on an east-bound freight train and had a meet on a west-bound train at G——, and dropped to sleep and ran by this meet and met the west-bound train not half a mile from the scene of the former accident, killing himself and both engineer

and fireman of the opposing train, causing one of the worst accidents that ever occurred on the road. Is it any wonder I changed my name and shook the dust of that line from my feet? My real name is Bennett, not Bailey—however, Bailey is my middle name, and on hiring here I gave it as the former, having had so many unpleasant associations connected with it, yet there is nothing that I ever need be ashamed of.”

This narrative had interested me at the beginning, but it now explained one thing which I had never been able to explain, and that was the familiarity of the sending of Bailey. All who are familiar with the telegraph service will understand that once you have become familiar with the sending of an operator you will remember its char-

acteristic for years afterward. I was the operator at G——, and had in mind the triumphant arrival of Bailey's brother when he reported to me the arrival of first No. 3 at G——, with a big bunch of dirty waste in his hand. The picture of that runaway engine with the absence of a tank and fire door open will always remain in my memory as the most thrilling experience in the now nearly a quarter of a century in the railroad service. When I had made the facts known to Bailey, he clasped my hand in silence while tears coursed down his cheek, and we understood why the history of his past was so painful. It was now time for me to take charge of the train sheet, so Bailey bade the chief and I good night.

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## Water Drinking in Public Places

FROM "AMERICAN HEALTH MAGAZINE" FOR MAY, 1909.

The reform which is being carried on throughout the United States in favor of drinking pure water as against alcoholic beverages and doubtful temperance drinks is undoubtedly a sound one. The progress in this reform has been along the following broad lines: First, the movement for the elimination of wells polluted by surface and closet drainage, although well developed, still has much to accomplish, especially in the rural regions, and is important especially in connection with the milk and butter supply of cities. It is advantageous to health that great cities are now inspecting milk supplying dairies. The second step was to secure reservoir sites which could be properly patrolled against infection by improper drainage, and to provide for sanitary piping for transmission. Much has been accomplished. Where pure water is not provided, national customs have developed on purely health grounds to avoid water by the use of mild alcoholic beverages, and as in China, by the use of boiled water, which is the practical result of the Chinese national custom of tea drinking. On account of the laxity of municipal authorities in properly patrolling water

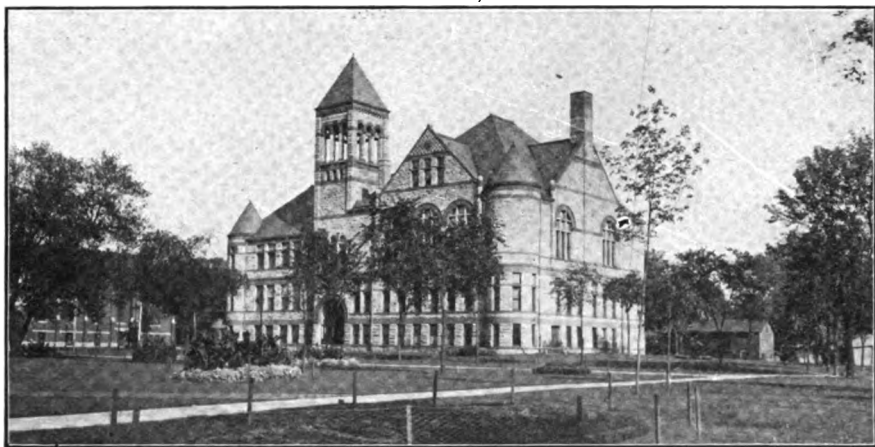
sites, and radical impurities in water in certain sections of the country, an enormous demand has arisen for the so-called spring, mineral and bottled waters, which are now sold universally in the large cities. Up to this time, it has been impossible to supply the pure waters in public places at other than extortionate figures, and much of the advantage of public drinking fountains has been lost on account of the filthy custom of the common drinking cup. This is especially unsanitary in connection with the public schools. To overcome this evil, many public drinking places are being provided with the simple device which plays a small column of water into the mouth of the drinker without cup. This device should be adopted as the best wherever pure running water can be had. The unsanitary conditions in the schools is graphically described by Prof. Alvin Davison, professor of biology in Lafayette College, in the *Technical World Magazine*, under the caption, "Death in School Drinking Cups," as follows:

"A cup which had been in use nine days in a school was a clear, thin glass. It was broken into a number of pieces and prop-

erly stained for examination with a microscope magnifying 1,000 diameters. The human cells scraped from the lips of the drinkers were so numerous on the upper third of the glass that the head of a pin could not be placed anywhere without touching several of these bits of skin. The saliva, by running down on the inside of the glass had carried cells and bacteria to the bottom. Here, however, they were less than one-third as abundant as at the brim.

"By counting the cells present on fifty different areas on the glass as seen under the microscope, it was estimated that the cup contained over 20,000 human cells or bits of dead skin. As many as 150 germs

parks, hospitals, railroad stations, schools, and the hundred and one places where the duty of furnishing the water receptacle with ice and water, and keeping the receptacle itself clean, can be intrusted to one or two intelligent persons who will realize the responsibility placed upon them. Those who own or have charge of public gathering places where water is served can do no greater service to mankind than by adopting such a simple means as this cup now provided for the protection of the public health and the prevention of contagious diseases makes possible. And where the public drinking cup is slow of being abolished and some such substitute as the individual paper drinking vessel fails of immediate



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were seen clinging to a single cell, and very few cells showed less than ten germs. Between the cells were thousands of germs left there by the smears of saliva deposited by the drinkers. Not less than one hundred thousand bacteria were present on every square inch of the glass."

In the places where running water can not be had, the inexpensive destructible paper cup, of which there are several devices on the market, is now available. *The Ladies Home Journal* in a recent editorial states:

"This paper drinking cup is a welcome step in the right direction, particularly for use in department stores, theatres, public

adoption, the public itself, or the guardians of the public health, should insist upon the step being taken. There are few dangers within the reach of the public today so grave, in a health sense, as the public drinking cup, which is used by all sorts of people.

"It is a serious mistake, however, to assume that the individual paper drinking cup will solve the danger in the case of the railroad car. Aside from the evil of the public drinking cup itself, the menace, in the case of the railroad car, is equally great in the water itself. With the railroads the duty of filling the 'coolers' with ice and water cannot be delegated to one

or two persons, as in the case of the store, the theatre, the park or the station, but it must be given to different employes at various stations, and it is almost impossible to observe over such a corps of employes a supervision insuring that cleanliness which is essential to health. For example, I witnessed, the other day the filling of a railroad car 'cooler' with ice; the ice was carried along the platform to the side of the car on a wheelbarrow that had stood outside of the car shed in the open for hours, and on the germ-covered bottom of the barrow was deposited the ice. The 'filler' took a piece of ice from the barrow, in hands black with dirt, hugged it to the bosom of his dirty jumper, and threw it up to a man on top of the car, who handled it with his dirty hands, hugged it to his not over-clean jumper, and threw it into the 'cooler' in the car from the opening in the roof. In filling a train of eight cars, both parlor and day coaches, either the man below or the man on top of the car dropped the ice six different times on the dirt-covered platform or on the roof of the car. In each case, however, the ice was put into the 'cooler.' In another case, the man filling the 'cooler' on top of the car broke the ice on the roof of the car. In a third instance, the man throwing the ice from the platform to the man on top of the car handled the ice with a running sore on his hand, directly against which each piece of ice picked from the barrow rested! It may be argued that in the case of some cars the ice is put into a separate compartment from the water. So I glanced into twelve buckets full of water just a moment before the water was deposited in the 'coolers.' In the case of seven of the buckets the bot-

toms were absolutely covered with a blackish-green accumulated filth, so that after the water was emptied out of them I could almost cover my finger-nail with a greenish oozy substance! All of this is entirely aside from the mystery that surrounds the actual cleaning of the inside of the average railroad car 'cooler.'"

That the state boards of health are approaching this problem in a sane manner is demonstrated by the recent order of the state board of health in Kansas, which is as follows:

"Whereas, It has been repeatedly demonstrated that the use of what is usually known as the common drinking cup is dangerous and is an undoubted source of communicable and infectious diseases, now therefore, in the interest of the public health, Be it known by the Kansas state board of health:

"That the use of the common drinking cup on railroad trains, in railroad stations, in the public and private schools and the state educational institutions of the state of Kansas is hereby prohibited from and after September 1, 1909.

"No person or corporation in charge of or control of any railroad train, or station, or public or private school, or state educational institution shall furnish any drinking cup for public use and no such person or corporation shall permit on said railroad train, or station, or at said public or private school, or state educational institution, the common use of the drinking cup."

It is probable that the Indiana state board of health will shortly issue a similar order along with eighteen other western states health boards.

## What Sphinx Saw

FROM "LONDON ANSWERS."

I.

"I wonder what it's like down there?" whispered Wilfred Cunninghame to himself, as he gazed over the edge of the parapet at the hardly visible, swirling waters beneath.

It was significant of the depths of despair to which Cunninghame had descended

that he should seriously ask himself this question. It was still more significant that the frigid silence of the river called to him in a voice by no means unseductive. "What is it like down there?" he had whispered, and in his inmost soul he was thinking, "perhaps better than up here, anyway."

A thick yellow fog drifted sluggishly

along the embankment, dimming lamps and choking the throat. Hansoms and motor cars swept east and west in the roadway behind Cunninghame, but he did not notice them. To him, these evidences of luxury and wealth were on a far-off planet. What had a starving failure of a journalist to do with hansoms and motor cars? Nothing. His mind was far more set on the question of how to pay his landlord for his garret room, and how to keep body and soul together on a diet of bread and water.

"Fortunately," he muttered, "no one is dependent on me."

mighty piece of sculpture he found a small child.

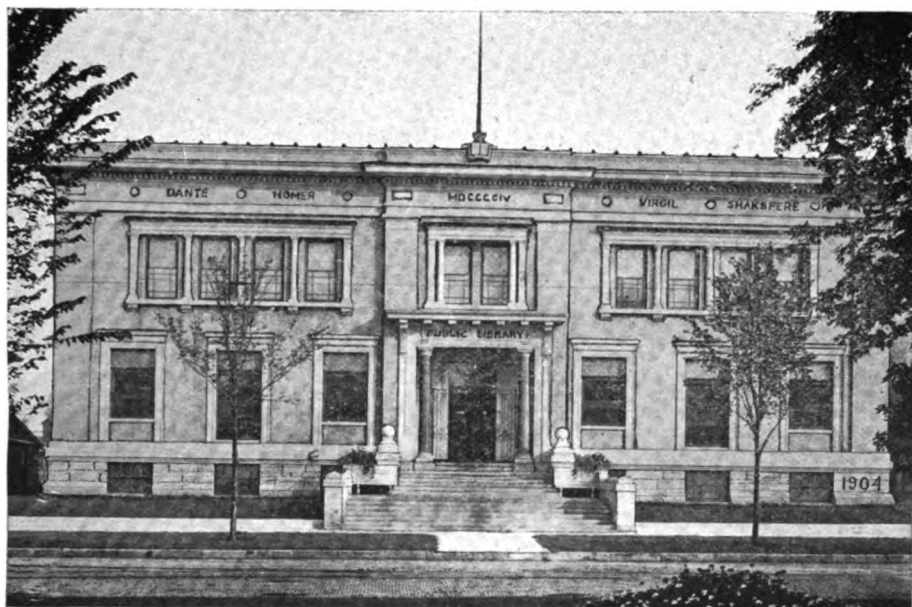
He bent down and peered into the shadow.

"What's wrong?" he queried gently.

A little girl struggled to her feet and toddled forth—a mere baby of five or six, shabbily but not thinly clad, and trailing behind her a wisp of shawl which had been wrapped about her shoulders.

"I'se hungry," the little one lisped, looking up in Cunninghame's face.

"Frankly," said Cunninghame, with grim humor, "so am I."



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But at that moment the words, though he did not guess it, were instantaneously proved untrue, for close by him, in the darkness of the parapet, he heard a cry—the thin, quivering cry of a child.

He turned and groped his way a few steps through the fog in the direction whence the voice had come. Black and somber above him he saw one of the Embankment sphinxes loom up, crouching on its pedestal at the base of the Cleopatra Needle, and smiling its inscrutable stone smile. And beneath the shelter of the

The child opened wondering eyes.

"I got a penny," she said, unclasping a grimy paw and exhibiting the coin. "A gen'leman gave it to me. Could we buy a bun?"

"Could you buy one, you mean," Cunninghame corrected her, a lump in his throat.

With Cockney shrewdness, the child grasped his meaning.

"No," she said sturdily. "If you'se hungry, we'll eat the bun between us."

"Thank you," said the journalist, gravely.

"But is there no one with you? Are you quite alone? Where's your mother?"

"Never had none," quoth the child, ungrammatically, and in one sense, at any rate, truthfully. "I'se lost, and oh"—her voice trembled, poor mite!—"oh, I'se so hungry, an' so sleepy! Will you take me?"

The appeal was direct, unmistakable.

Cunninghame clasped her hand.

"Come along, then," he said.

"I'se so tired," she pleaded. "Will you put me to bed"—she hesitated, and then added swiftly—"after we've eated our bun?"

Cunninghame picked her up in his arms and marched off towards his lodgings.

Overhead, in the drifting mists, the great carven lips of the sphinx still wore their inscrutable smile.

## II.

When Cunninghame lit the gas in his attic, the tiny girl, who had slept on his shoulder all the way from the Embankment, awoke.

"Where's the bun?" she asked promptly.

"Here it is," said Cunninghame, producing it from a paper bag. "You were asleep when I bought it. I got the biggest I could see, though. I thought it would be nicer for you—for us, I mean—to call it here, at home, than in the shop."

He brought a cracked plate from the cupboard and put the precious bun upon it. As he did so, his eye caught a letter which awaited him on the mantelpiece.

He tore it open, and found within it a check for a guineau. One of his articles had been printed and paid for.

"She's brought luck," he whispered, almost superstitiously, as he gazed at the little girl, whose teeth were already buried in the luscious bun. "Here, wait," he added aloud, "I'm going out to buy some milk and eggs and things. Don't eat the bun all at once. Wait till I come back, and we'll have a feast."

He ran downstairs, cashed the check from the landlord, who was only too pleased to receive an installment of his rent, and give a few shillings change, and shortly afterwards had returned to the garret, loaded with cheap provisions. On his little gas stove a pleasant meal of bread and milk was soon cooking, and he and Sphinxia—for thus, with rather bitter

humor, he had christened the foundling—had a merry meal. An hour later, wee Sphinxia was in Cunninghame's bed, sleeping like a top, while the journalist made himself comfortable outstretched on two chairs.

His last thoughts, before slumber came to him, were: "It's a queer thing, but I'm happier tonight than I've been for months, though I've done the silliest thing in the world—namely, started a family of my own."

Down on the Embankment the sphinx still smiled.

## III.

"You expected to see a man, I suppose?"

Miss Burton laughed, as she grasped Cunninghame's hand. "Why should people always take it for granted that the editor of a magazine is a man, I wonder?"

Cunninghame was silent. He certainly had been astonished when the editor of *The Monthly Review* had written, so suddenly, asking him to call; but he was still more astonished to find that the said editor, though by no means a girl, was an exceedingly charming and beautiful member of the fair sex, and considerably younger than himself.

"I have been reading with great interest the articles you have sent me," she went on, motioning him to a chair. "Two of them I shall use. This one"—she tapped a manuscript which lay before her—"I must return. Its tone is too cynical. I myself write all the cynical articles which appear in *The Review*. Besides, you are no cynic."

"Perhaps circumstances make me one." He smiled wearily.

"If you mean monetary circumstances," she said, with disarming frankness, "set yourself at rest on that point. If you can write more articles as good as these I am using, I shall be pleased to accept as many as you can produce."

Cunninghame went cold all over. He did not care to tell this radiant beauty what her promise meant to him, nor did he mention that last night's meal with his little Sphinxia was the first good food he had tasted for a week.

He faltered his thanks, but she cut him short. "I know a good contribution when I come across one," she said. "I am a

woman of business, and I want to buy your services. If you will stay to lunch with me, we can talk over a few ideas for future articles which you could write."

He shook his head.

"I have an appointment with a lady," he said, with half absentminded humor. "A little girl, I mean——"

"You are fond of children?"

"I did not know I was till last night," he laughed. "In fact, I should never have dreamed of such a thing. But experience teaches. I need not bother you with the story; but the fact is, I have adopted a child."

*The Review:* "I obtained from a miserable beggar woman a young child, and placed her near the Cleopatra Needle on the Embankment. I chose this spot because it was midway between the east and west end. I stood near by, to see what happened to the child, and to find the answer to my question: 'Are Londoners Kind-Hearted?'"

"It may be thought that I acted cruelly; but it was not so cruel as it seemed. This child was accustomed to cold and want; and I had clothed her warmly, and, as I say, was in hiding myself near by to see that no harm came to her, as well as to watch the development of my experiment.



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"And you love her very much?"

Cunninghame had never thought of loving any one before, and he was surprised to find himself answering enthusiastically: "I think I should break my heart if she were taken from me."

Clever Miss Burton's eyes shone with a very soft light.

"We shall see," she murmured inaudibly, as Cunninghame bowed himself from the room.

#### IV.

"My experiment was this," wrote Miss Burton, in one of her "cynical" articles in

"Almost all the passers-by were men. Of these some dozen did not observe the child, half asleep in her corner, at all. Out of the number of those who did observe her, when she woke, nine were gentlemen—I suppose I must refer to them as gentlemen—in evening dress. Of the nine, six passed on after a hasty glance. Two others spoke to the child, and then passed on, quite indifferent to her helplessness. The third gave her a penny, and thus presumably soothed what he called his conscience.

"Knowing human nature as I do, I guessed that the first man who would pay

any real attention to the child would not be a so-called gentleman, but a working-man, probably in corduroy, and certainly poor. As it happened, I was partly wrong. The man who finally took pity on the child was shabbily dressed, utterly penniless, and starving. Nevertheless, he carried off the child to his lodging—whither I followed him secretly—fed her, and actually adopted her—although, as I afterwards ascertained, he was so poor that he had seriously contemplated suicide that very night, and had gone down to the Embankment for the very purpose! Strange are the secrets of the human heart."

Thus wrote the brilliant Miss Burton in one of her cleverest articles, a few weeks later. She did not add, however, the end of the story, which would have interested her readers more than the beginning.

For having followed Wilfred Cunningham to his home to see that he would

look after the child properly, and not merely hand her over to a police inspector, she had made inquiries from the landlord, and was amazed to hear the name of the shabby good Samaritan. It was a name already familiar to her—the name of a writer, some of whose submitted articles she had just been reading. Hence her invitation to Cunningham; hence her understanding of him.

But the tale did not conclude there, for a few months subsequently "the famous new author, Wilfred Cunningham"—thus the papers described him now—"has married the charming and gifted young editress of *The Monthly Review*," and so forth.

The foundling, it may be added, lives with Mr. and Mrs. Cunningham in a pleasant flat in a certain private hotel which looks forth over the Embankment to where the sphinx still smiles its inscrutable smile.

## The Melancholy Dane

BY W. R. ROSE, IN "CLEVELAND PLAIN DEALER."

The new assistant to the professor of modern history at Delphos College certainly was an odd appearing fellow. He was from the far west, a graduate of the University of California, and his age was something like seven and twenty. He looked much older than this, however, the effect largely of the way he combed his hair and also of his preternaturally severe expression. He parted his long black locks exactly in the middle and brushed them straight down on either side, a style that gave him an almost sanctified look. His clothes were in keeping, too, with this solemn makeup, his coat being a long straight bodied frock, his collar a poetical turnover, his tie a loosely knotted scarf, and his hat a high silker. And he always wore gloves when outside the recitation room.

As to his ability there was no question. The students could find little fault with him there, however much they might criticise his garments and his solemn air.

Richard Dane—the boys had straightway dubbed him the Melancholy Dane—had

been at the college some four weeks when the professor of modern history met Isabel Page on the long board walk. Isabel was the daughter of the town's foremost citizen, an ardent friend of the old college and chairman of the board of trustees.

"Pardon me, Miss Page," the professor said, as the two met, "but will your father be at home early this afternoon?"

"It is doubtful, Mr. Carrier," the girl replied. "I think he has a special engagement that will detain him a little later than usual."

"Thank you, Miss Page," said the professor. "Some other day will do quite as well." He hesitated. "I made the inquiry on behalf of my new assistant, Mr. Richard Dane."

"The Melancholy Dane," laughed the girl. "I've heard of him."

"You mustn't be prejudiced by his appearance, nor by what the boys say about him," the professor remarked quite warmly. "His little eccentricities don't count against his general cleverness. He is bashful and

I fancy hasn't mingled much in feminine society. But his queerness will wear off, I'm sure. And no one can help liking him."

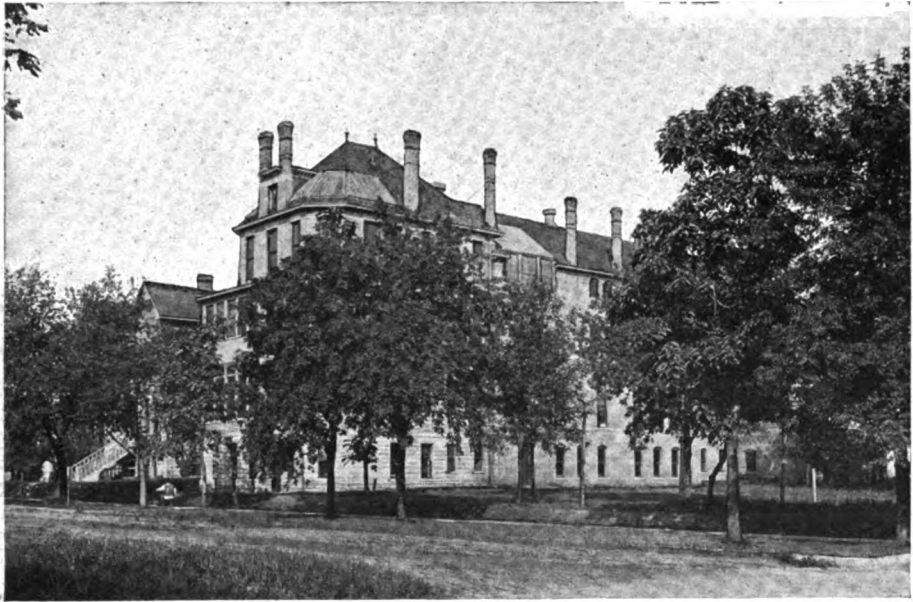
"I've never met him, Mr. Carrier," the girl replied, "but after what you have said I'm sure I'd like to."

"Well, you'll have the chance," laughed the professor. "He is coming to call on your father. He has a letter of introduction from the president of the University of California which he promised to deliver at the earliest opportunity."

"Let him come this afternoon, professor. I will promise to entertain him until father

When Isabel Page reached home she gave a quick glance into the library to see that the room was quite presentable and then sought her own room, where she donned her most fascinating waist, a light lavender that was considered very fetching.

"For the civilizing of the barbarian," she murmured, as she gave a quick glance at herself in the long mirror. And then the door bell rang. She tripped down the stairs and opened the door, a really delightful vision to the tall young man who waited on the porch. For a moment, in fact, it seemed as if she quite took his breath away.



ST. LUKE'S HOSPITAL, CEDAR RAPIDS, IOWA.

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reaches home. It may not be very long."

The professor looked at her keenly.

"You may not find him as entertaining as you have been led to believe, Miss Page," he said. "At least not as entertaining in the directions you expect."

The girl laughed merrily.

"He will be perfectly safe at our home, professor. Your cautionary hints are quite wasted. Send him along."

The professor looked at her a little doubtfully. Then he shook his head slowly and passed up the board walk to the administration building.

"Is Mr. Page at home?" he presently asked.

"Come in, please," said Isabel, and he hesitatingly obeyed. "My father is not at home at present, but I expect he will be here quite soon."

The caller backed away.

"Thank you very much," he hastily said, "I will recall—I mean I will call again at some more opportune moment."

But Isabel had closed the door.

"Let me take your hat," she said.

He was wax in the sunniness of her smile. She took the hat from his unresist-

ing hands. As she was about to place it on the rack he happened to glance at it.

"Why, that's not my hat," he quickly said.

"It came from your head," said the girl.

He ran his hand over his sleek hair.

"It isn't mine. I must have taken it by mistake."

"Is your hat like this one?"

"Well, no. My hat, I think, is a better one. It doesn't look so much like a chimney pot. It fits me better." Quite unconsciously he slipped the strange hat on his head. It was an ugly tile, with a much worn nap and a brim that was awkwardly narrow. "It's too small," he went on as he tried with both hands to settle it comfortably on his head.

The girl suddenly smiled. Whereat he flushed and then smiled too, and his face was quite a revelation when it lost its stiffness.

"It certainly can't be yours," said Isabel.

"No," he said. "I must have exchanged with somebody at the restaurant." He looked into the hat. "Why here's a name. 'Andy Gorman.'"

"Andy Gorman?" repeated the girl. "I've heard of him. He's the town's bad man. I've heard papa speak of him. He's something of a politician, and something of a sporting man, and I think he's been a prize fighter or something like that."

The assistant to the professor of history looked up ruefully.

"Do you know," he said, "I don't half relish the idea of my hat adorning the cranium of this great man. It may puff it up so that it will no longer fit me. Ah, here's something else written below the name. 'Steal this hat at your peril.' That sounds ominous, doesn't it?"

"Yes, aren't you afraid?"

"Afraid of what?"

"Of this bad man."

"Oh, I've met bad men before."

"But this is a very bad man."

"Why, when I meet him I'll hand him his hat and say it was a mistake and there's no harm done. What more can he ask? I'll even apologize, if it is necessary."

"I don't think I'd like to have you apologize. Not to Mr. Gorman."

"Then I won't apologize. But there, perhaps I'd better look him up now. I—I will call again. You have been very kind."

"You'd better wait," said Isabel, "Papa will soon be home. Come into the library."

Richard Dane hesitated.

"But you don't even know who I am. A man who would carry off a hat—and a politician's hat at that—is scarcely a safe man to trust in a library. Nevertheless, my name is Richard Dane, and I am the assistant to the professor of modern history at the college."

And he bowed low.

"I am Miss Isabel Page and of very little assistance to anybody," said the girl, and they both bowed again.

"Do you know," said the assistant, suddenly, "that I feel quite well acquainted with you? I am usually slow about making friends. I think it must have been the hat. It made me forget about myself, you know. I'm really very self-conscious."

Was this the shy young man of Prof. Carrier's warning? Why, this youth seemed quite at home in her father's house and quite at ease in her fascinating presence. It is true that his appearance was far from alluring, and yet somehow in talking to him one seemed to forget the straightness of his hair and his coat. He was almost easy in his address and in the nonchalant way in which he leaned forward and conversed with her. And he really didn't seem at all impressed by the honor she had conferred upon him, the honor of a personal interview, the honor suggested by that fascinating lavender waist.

"I'm a good deal afraid of girls, you know," he went on. "Always have been. They—well, they interfere with a man's business. I have a sister, but she's older than I am. She's married and lives a good deal of the time in Washington—she's the wife of one of our senators, you know—and I wouldn't go down there and see her last winter because I knew she'd introduce me to so many girls."

Isabel faintly wondered what impression the remarkable appearance of this singular youth would make on the Washington girls.

"I trust the girls here haven't annoyed you, Mr. Dane," she said.

"No, they haven't," he answered. "I fancy they are not impressed by my appearance. You are not much impressed yourself, are you?"

He asked the question seriously, and she

could detect no lurking note of humor in his words.

"No," she replied, with equal gravity, "I am not. But then this is the first time I have seen you."

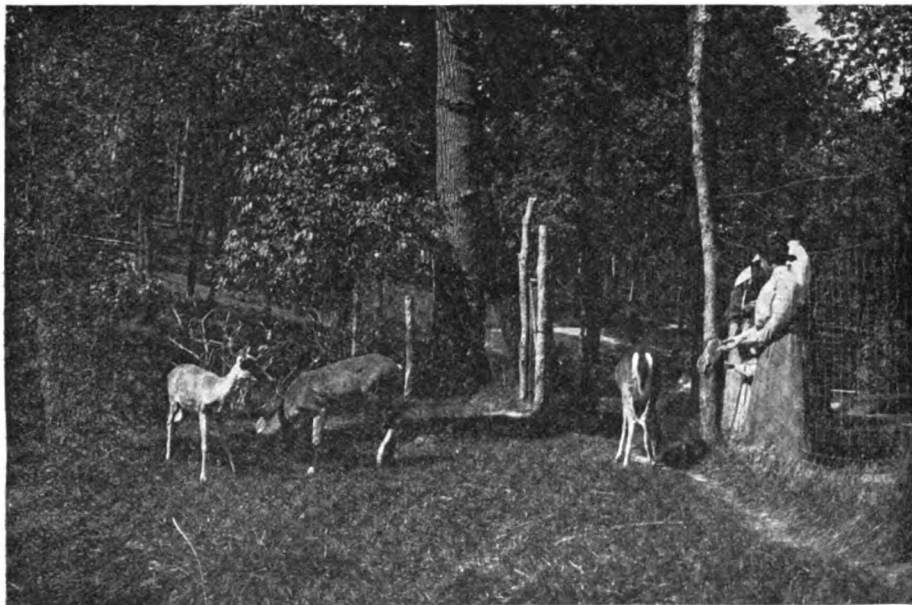
"Indeed. That wounds my vanity. Why, they've even given me a name. I'm called the Melancholy Dane. But really, you know, I'm not as melancholy as I look."

"I'm glad of that. And may I ask why you wear a garb that carries such a wrong impression?"

He smiled and smoothed down his straight black locks.

I would assume the professional garb, and above all I would keep the girls at a distance. And I've done it. I'm a mere machine, I've ceased to think. I work on strings. But, say, I'm afraid I'm doing wrong in telling you all this. You won't betray me, will you? You see, I've been wanting to talk for a good many days, and there is something about sitting here in this nice room with a particularly nice girl that has unloosened my tongue. But you won't tell on me, will you?"

"I'll keep your guilty secret," said Isabel with a sudden laugh. This was a very



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"It's to oblige dad," he said. "You see dad has set his heart on making me a professional man. I'm not cut out for it. I want to get into business where there's something doing. But dad insisted and I promised I'd give him a year of it, just a straight year. And then if I found I couldn't make myself like it I'd quit it altogether. Dad's theory is that a man can learn to like anything so long as he gets into the proper atmosphere. So I made up my mind to get the atmosphere if I could. I determined that there should be no distractions to draw me away from my work.

queer young man, and yet there was something almost delightful in his boyish confidences. "But don't you think you are playing a rather unmanly part?"

"Perhaps I am. I know I look like a milksop. But it's only for a year—and to oblige dad. But there, that's quite enough about me. I'm sure I'm trespassing on your time. Your father may be greatly delayed."

He arose, but she waved him back to his seat.

"My father will be here very soon and then you will be relieved of the ordeal of

my presence," she laughingly said. "In the meantime, I mean to punish you for your evident avoidance of the society of young women. Don't you think it shows a cowardly disposition?"

"Oh, I'm a coward all right," he quickly answered. "I'm still trembling over the threat in the crown of that hat out there. That bloodthirsty bad man may be after me at any moment."

"Nonsense," said the girl. "You are quite safe here. Don't be worried. My father will know how to deal with Gorman." She looked him over with a half-pitying smile. "That's a curious scarf pin you have," she said.

He took it from his tie and handed it to her.

"It is curious," he said. "I picked it up in Egypt. Bought it of a native for a trifle. Professor Jermaine says it may have been a head dress ornament for one of the Pharaohs."

"Then you've been in Egypt?"

"Oh, yes. I was there a year with a scientific party, you know. It was a great lark. We went right into the Bedouin country."

"It must have seemed a little dangerous at times for one of your timid disposition?"

"Yes, indeed. I was scared most of the time. Why, we had a regular battle with them once."

"Perhaps you received that scar over your eye in the fight?"

He flushed a little.

"No," he replied, "I was wandering around the desert one dark night and I bumped my head against old Cheops. You should have heard the Sphinx laugh. Oh, but that isn't fair. It's a bump. It's a cut. I got it diving off the shore near Honolulu. I was in a hurry and my head struck the bottom."

"Rather careless, wasn't it?"

"I say I was in a hurry. There was a friend of mine down there. He had cramps and I wanted to get him out. There wasn't any time to lose."

"Did you get him?"

"Yes."

She looked at him curiously. He caught her glance and smoothed his long straight locks.

"Rather an exciting adventure for a timid man?"

"Yes."

Before she could make any further comment the doorbell rang.

"That's father," cried the girl, as she arose and hurriedly excused herself.

But it wasn't her father. It was a caller with a heavy voice, a hoarse voice, a voice that sounded rude and menacing.

"Mr. Dane," the girl called from the hallway, "will you please step here?"

He arose quickly and joined her. He found her confronting a big man with a very red face and a very dark scowl.

"This is Mr. Gorman, Mr. Dane," said Isabel. "He has called for the hat you took by mistake."

"Here it is," said Dane, as he brought it forward and handed it to the big man. "And I am very sorry I've put you to this trouble, Mr. Gorman."

The big man snatched his hat and then flung down the hat he had in his hands.

"There's yours," he growled as he looked Dane over with an unpleasant sneer. "An' it's my opinion that you knew well enough what you was about when you took my hat."

Isabel's face flushed.

"I am sure you are wrong, Mr. Gorman," she said. "Mr. Dane didn't discover the mistake until he entered here."

But Gorman had been drinking and was determined to be ugly.

"The Willie-boy can read, can't he?" he snarled. "The name was in the hat. It's writ plain enough. The cub stole it, that's what he did, an' if he'll come outside here, I'll give him a shakin' up that'll put some sense into his fool head."

Isabel's face was aflame.

"Leave the house at once, Mr. Gorman."

He looked at her mockingly, then, turned his wicked eyes on Dane.

"Of course, if yer Mamie can't spare you," he said, "I'll look ye up some other time."

Dane suddenly put out his hand and pushed the big man through the doorway. Before the redoubtable Gorman could rally he was pushed down the steps and on to the board walk. Then he pulled himself away, and with a fierce oath struck at the

younger man. But Dane nimbly dodged the blow, and drawing back shook out his black hair which twirled about his head like an aureole.

Again Gorman lunged forward and struck at him savagely, and again Dane dodged the blow. This time he retaliated with a stinging thump on the ex-champion's nose that made him roar with rage. He lost his head completely and struck out wildly right and left. And Dane, cool and nimble, had no trouble in avoiding his onslaughts and for every wasted blow returned one that counted. And then it all ended when the younger man suddenly ran in and clutched the ruffian about the waist, raised him and flung him heavily into the nearby hedge.

It was a much subdued champion that presently crawled out from his horny bed.

"Get out of here," growled Dane, menacingly, and the big fellow suddenly obeyed.

As he passed through the gate, Dane ran back and picked up something from the grass. "Here's your hat," he cried and flung it after him.

Then he became conscious that a stranger was watching him, a gray-haired stranger, who advanced with outstretched hand.

"Good boy," he said. "That was well done. It will take the conceit out of that big ruffian. He was getting insufferable. Come in, my boy, I want to know you."

And there was Isabel on the steps looking down at him with shining eyes.

"What an ordeal for a timid youth," she laughed.

"I've wrecked my character forever," moaned Richard, as he strove to pull down his rebellious locks.

"What's this," said the gray-haired man; "do you know each other?"

"Yes, papa. Let me present Mr. Richard Dane, sometimes called Melancholy Dane."

## Wrecks and Preventatives

BY MISSOURI.

Recently we read of a head-on collision of two passenger trains at a siding on the C. & E. I. railroad in which three or four lives were lost. The public press at first gave "train wreckers" as the cause, but did not state who were the wreckers. After talking with several persons as to incidents relative to this wreck, we find that there is something in it to be discussed. One incident is that the switchlight was out and a brakeman, eager for a few merit marks, was trying to light the lamp and thoughtlessly threw the switch. The one fact is self-evident—the switch was thrown open and an accident was the result. For the good of the service and saving of human life, wrecks that could by human foresight be prevented should be so shown up to the public as to compel the installation of preventatives. Analyze any wreck under this formula of four heads, and *causes* and *preventatives* can or may be found:

1. Maliciousness—that is wilful wrecking. 2. Defective Track. 3. Defective Equipment or Rolling Stock. 4. Management.

The fourth is where the conductor and all employes from board of directors down comes in play. Any employe who may be in a position to prevent a wreck by use of common foresight is to a certain extent responsible for that wreck.

As to the C. & E. I. wreck: We will put the Twentieth Century at Mentor on the L. S. & M. S., the double-header at Maysville, Ky., on the C. & O., and the Homer, Ill., wreck on the Wabash with the C. & E. I. as four preventable wrecks by use of a non-patentable and not very expensive to construct or maintain appliance. It is this: Every facing point switch that has to be run over by trains of high speed should be provided with an outlying bolt-locked semaphore signal, placed not less than 500 feet from that switch. The cost of putting up this appliance is from eighty to one hundred dollars per switch, according to whether you use a wood or iron semaphore pole. The cost of maintenance, one gallon of kerosene per month, and labor. The four wrecks I have mentioned would have been prevented by this simple appliance. The

four wrecks mentioned occurred on tracks not provided with the automatic electric appliances, and it may be years before they will be. It has been in the past that Mr. Conductor was held for such wrecks as these, through his carelessness or thoughtlessness or being in an overworked condition. The sixteen hour national law has to a certain extent eliminated the overworked condition, and what is needed now is a law compelling him to take the rest and not divert the hours thereof to intemperance or excesses.

Because the railroad companies do not

exercise the common sense foresight to erect these outlying signals or automatic block systems they are to that extent responsible for these wrecks as well as the conductor. The public wants to ride today 100 miles per hour, and we have a few hundred miles of track that is equipped for that speed. We are slowly getting there, and I suppose when we do we will find the public wanting 200. It is up to the employers operating the railroads to make travel over them as safe as human mortal can make it, and let the public who demand it pay for it.

## Woman and Child Wage Earners in Great Britain

Many of the conditions surrounding woman and child workers in Great Britain are very bad and seem to casual observation to be worse than those of similar workers in most parts of America. But the darkest spots in the older country are probably no darker than some which may be found in America. This is the opinion of Dr. Victor S. Clark, expressed in an article on "Woman and child wage-earners in Great Britain," published in Bulletin No. 80 of the Bureau of Labor, Department of Commerce and Labor. The article is a study of the factory laws of Great Britain relating to the employment of women and children and a discussion of their effect upon the social and economic condition of these classes of workers.

The measures applying exclusively to woman and child factory workers in Great Britain relate chiefly to time and duration of continuous labor and to employment in injurious or dangerous trades; recent enactments and proposed laws seek also to improve conditions in the homes of the operatives.

A child may begin working in a factory or above ground at a mine when 12 years of age, but must attend school regularly half time; at 13 years of age he may begin working full time under certain restrictions. From 14 to 17 years of age, inclusive, he is a young person in the eyes of the law. In textile factories young persons may work from 6 or 7 a. m. to 6 or 7 p. m., but

not more than 55½ hours weekly, and in other factories either the same hours or from 8 a. m. to 8 p. m., but not more than 60 hours a week. Women are in most cases subject to the same regulations as young persons, but in certain industries they may work a limited amount of overtime. For children and young persons overtime hardly exists in Great Britain.

Establishments where dangerous trades are carried on are required to observe, in addition to the provisions of the law, such rules for the protection of employes as may be made by the home secretary. Special regulations are in force regulating home work, and there are provisions prohibiting excessive fines for imperfect work and payment in goods or charges for extras. The employer is also required to allow a piece worker an itemized account of the price to be paid for each kind of work. The law is administered by 200 factory inspectors who are assisted by local authorities and by 2,000 certifying surgeons.

The number of children working half time in Great Britain has decreased materially in recent years, and this is said to have been due mainly to restrictive legislation. Employers no longer consider youthful labor the most profitable; the sentiment of parents is changing, and working people are better able to get along without the wages of their children. The law places general restrictions upon the employment of children outside of school and gives author-

ity to local governing bodies to increase these restrictions. The general experience is that licensing not only lessens the number of children trading on the street, but diminishes from year to year the number even of licensed children and helps to prevent juvenile crime.

It is now sought to establish the principle of the minimum wage for home workers by means of wage boards similar to those adopted by most of the Australian states. While no accurate estimate of the wages of such workers can be made they are probably for equal time not much over half

ing in industrial occupations and a concentration in larger manufacturing establishments of much female labor until recently distributed among the homes; there has also been a decrease in the employment of children.

The health and morals of operatives have been helped by improved factory accommodations, better sanitation, separation of the sexes during labor, and the guarding of dangerous machinery and processes. Educational requirements for children have helped to enforce compulsory education and the necessity for certificates of fitness for



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the average wages in factories. The condition of home workers is much better in some industries than in others, and the proposed legislation seeks to equalize conditions so far as they relate to hours and wages and to level them up to the higher existing standards.

Regarding their economic effects the factory laws have been a potent cause in shortening and in making regular the working day of women and children, without interrupting the progressive improvement in wages. There has been a decrease in the proportion of the female population work-

employment has made parents more solicitous for the health of their children. The industrial employment of women does not appear to affect materially their marriage rate. Among the most important social effects of the employment of married women are a lower standard of family comfort, unwholesome diet, reduction in school attendance of children, a lower birth rate, and a high infant mortality.

One movement tending perhaps to affect the condition of women workers more than that of men is the effort to provide for the apprenticing of young people or for their

industrial training by other agencies. It has come to be recognized in Great Britain that one of the first ways to improve the condition of wage-earners from the weaker industrial classes is to increase their efficiency.

The value of a study of British conditions, according to Doctor Clark, lies in the more vivid appreciation that it gives of the possible evil tendencies of even regulated industrialism upon workers. Broader and more generous remedies must be discovered for these evils before it is too late. Such remedies are being experimented with in England. Present conditions in that country are an improvement upon those of the past; but the view is coming to be accepted that the influence of the law must

exceed the bounds of the factory. There must be improvement of conditions in the homes of the workers, in the intimate affairs of domestic life, and this can be brought about only by gradually introducing higher efficiency, higher earnings, and a more intelligent distribution of home expenditures. Fundamentally, therefore, the problem has two aspects—economic and educational. The importance of both aspects is recognized, and the method of education is being worked out. Economic readjustment to make possible higher earnings is a yet untried field of legislation. England seems disposed to enter it experimentally, however, by establishing wage boards.

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## The Holy Grail

BY W. E. SMITHERS.

The ancient legend of the Holy Grail has been the foundation of some of the most beautiful productions in art, music and literature. I found the delivery of the public library in Boston decorated with paintings from this legend, and we will call to mind that two of the most beautiful poems in the English language are drawn from this source. One is James Russell Lowell's "Vision of Sir Launfal," in which the search for the Holy Grail typifies the soul's search for happiness. It is an expression of the poet's belief in the obligation of human being to fellow human being and an overflowing of Lowell's heart full of the love of nature and mood of youth. However, the most beautiful version of the quest for the Holy Grail is given by Tennyson in his "Idylls of the King," in which Sir Galahad goes in search of the Holy Grail.

Tradition says that the Holy Grail is a cup from which Christ drank at the last Supper. This cup was left in the Upper Room after the Supper but was stolen by one of Pilate's servants. On the occasion when Pilate delivered Jesus into the hands of the Jews, Pilate sent one of his servants to get some water into which to wash his hands; the servant came back with the

water in the Holy Grail; Pilate dipped his fingers in the cup and said, "I am innocent of the blood of this just man." It seems as if it might have served to deepen his guilt. After Jesus was taken away Pilate gave this cup to Joseph of Arimathea as a memorial of Christ. When Jesus was lowered from the cross Joseph took this cup and caught the blood that flowed afresh from his pierced side. The cup was stained red by Jesus' blood and it has never been washed out. Whoever kept this cup must be pure in word, thought and deed. Joseph kept this cup for a long time, for it secured for him an indefinite span of life. After many years he took the Holy Grail to England and gave it to Amfortas, the Fisher King, to be guarded by him. Amfortas sinned and the Holy Grail disappeared. It is said that an angel came and took it away. As long as Amfortas kept this cup he and his court were happy, but as soon as the cup was taken away he and his court were cast into a deathless swoon, having been touched by the spear of Longinus, who pierced the side of Jesus while he was on the cross. Amfortas and his court was destined to live this life in death until a young knight, pure in thought,

word and deed, should come and achieve the Ho'y Grail, thereby releasing them.

King Arthur had by this time united the petty provinces of England under one kingdom. He had heard of the loss of the Holy Grail and therefore resolved to send his knights of the Round Table in quest of it. At the Round Table was a chair called the "Siege Perilous," because it was sure death to whoever attempted to sit in it, except they be pure in word, thought and deed. Arthur's purpose in having this Round Table was to train the knights so that they might find the Holy Grail and release Amfortas and his court from their living death.

protect ladies and to help all persons in distress. After this he was brought into the hall where the Round Table of King Arthur was. Sir Galahad entered the hall led by Joseph of Arimathea. Around the table was a band of angels visible only to Sir Galahad and Joseph. As Sir Galahad and Joseph advanced an angel stepped from the circle and uncovered the "Siege Perilous." Before the seat were floating these words in gold letters: "This is the seat of Galahad." Sir Galahad took his seat and the knights were all amazed that he was unharmed. They believed he must be the one to find the Holy Grail.

Soon after this all the knights gathered



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Sir Galahad, a descendant of Joseph of Arimathea, was being trained in a convent of nuns. They thought that he would be the one to find the Holy Grail. Once when Sir Galahad was an infant the Ho'y Grail appeared to him. He held up his chubby little hands to it and by it he was nourished as with food. When he became old enough he was carried by two of the knights of the Round Table, Sir Launcelot and Sir Bors, to take vows of knighthood. On bended knee he took the oath to serve the cause, religion and the king, to be true, brave and courteous to those of his own rank, to

in the chapel again ready to start on their search for the Holy Grail. The Archbishop pronounced the benediction on them as they knelt before him. King Arthur was heavy-hearted for he knew that his knights were going to leave him.

After the benediction Sir Galahad hastened to the castle of Amfortas where he found him an old man lying on a coffin. His crown and sceptre had fallen from him. Everything looked old. Suddenly there appeared an angel carrying the Holy Grail. The light of the Grail was very bright. Galahad tried to think what all these things

meant. He failed to achieve the Holy Grail, because he searched in his own mind for answer to the important question. Because of this trust in himself the Holy Grail disappeared and the opportunity to release Amfortas was lost. Sir Galahad realized before he could achieve the Holy Grail that he must meet and overcome some temptations. He left the castle of Amfortas and at the gate met the "Loathly Damsel," an ugly, hideous looking woman. He avoided her and went on to meet the Seven Deadly Sins in the person of seven formidable knights. These Seven Deadly Sins had imprisoned in a castle all the virtues in the form of beautiful maidens in order to keep them from contact with man. Sir Galahad fought and conquered the Seven Deadly Sins and then went to the castle of the maidens where he released the lovely virtues, so that they might spread love and kindness among mankind.

Galahad had to endure many hard things before he could achieve the Holy Grail. He also had to renounce something that he cared for very much, in order to prove his worthiness. Therefore he returned to King Arthur's court and bade farewell to his lovely wife Blanchefleur, thereby sacrificing all worldly love.

After he had conquered all these things he went back to the castle of Amfortas. Again he saw the Holy Grail, and this time he did not fail to trust wholly in it instead of in himself. He asked the question, healed

Amfortas, cleansed him from sin and allowed the old king to die. He was then directed by the Holy Grail to the sea where he embarked on Solomon's ship. The Holy Grail guided the ship all the way. Galahad was carried across the sea to the City of Saras, where he was to be crowned king.

After he became king he built a golden tree in a sacred place. Every morning and evening he went to this sacred place and beautified the tree. One day when he was out there Joseph of Arimathea with the Holy Grail and a band of angels appeared to Sir Galahad. As soon as Galahad saw the Holy Grail his crown and robe fell from him, for he no longer needed them. He thanked God for having let him behold the sacred cup. His spirit could no longer remain away from this source of life. Therefore as the Grail was borne heavenward his soul went with it and neither has ever again been seen on earth.

"And down the long beam stole the Holy Grail,

Rose-red with beatings in it as if alive,  
Till all the white walls of my cell were dyed

With rosy colors leaping on the wall;  
And the music faded, and the Grail Passed, and the beam decayed and  
From the walls the rosy quiverings died into night.

I know it was the Holy Grail,  
Which never eyes on earth again shall see."

## Righteousness in National Life

BY JOSE GROS.

The "Brooklyn Citizen," one of the important public organs of "The Greater New York," has refused to go into hysterics, in opposition to many other papers, because of the large crops that are reported. The subject suggests to the Brooklyn Citizen as follows:

"Who is going to enjoy the blessings of our large crops? We have not yet consumed the crops of last year. Prices have been too high for a square meal all around. Products fall into the hands of speculators.

The consumer is victimized by the high cost of living, while enormous quantities of all products are in store all around. And so wicked speculation enriches the few at the expense and through the sufferings of the many."

To the above thoughts, almost any sound, sensible thinker can add: The many who suffer, from high prices, and have suffered for a number of years, are not all among the plain working people. Even the relatively wealthy belonging to the middle

classes have had to curtail their expenses, in the needs and healthy comforts of life. That is what has brought the industrial paralysis of the last two years, and has curtailed the opportunities of employment for many and many, and has induced or brought about a check to higher wages if not a tendency to lower ones.

The whole human development rests, after all, on a certain center of gravitation, and a very easily apprehended one. Because what is human life in the long run? "In the sweat of thy face thou shalt eat bread." There we have the divine social and political economy, condensed in a few words. The word bread means, as a matter of course, all the needs and comforts indispensable to the full and complete physical and spiritual development of the whole man, as a social unit, as a child of the All Father.

But here the complex wisdom of men steps in to veto the simple wisdom of God. We have never had any faith in the social and political economy of our glorious Father. All our faith is and has thus far been concentrated in the non-pareil complications and confusions of our human-decreed political and social economy. That social and political economy of all nations, ancient and modern, has been constantly changing in details. The essence has been forever the same, because it has always repudiated the conceptions embodied in those few, solemn words, "In the sweat of thy face thou shalt eat bread." And let us remember that the sweat in question means—healthy physical and mental effort in all honest activities for wealth production and happiness universal. A God of righteousness and joy could not attach any other meaning to the word sweat in connection with the life of all of us. It could not mean the sweat of any human effort conducive to condemn most men into lives of poverty, relative or absolute. And who can be entitled, not only to all needs, and comforts, and even healthy luxuries but those who produce all wealth or render healthy services to wealth producers?

There is not a solitary law in the simple order of nature, not a solitary enactment in the still simpler order of divine equity, that promotes or evolves the existence of

the speculator, the gambler, the monopolist, or any other similar industrial function. All such activities or modes in wealth accumulation come from human laws in defiance of the morality of the universe, fixed by God for ever. And life would be so beautiful and rhapsodic, for all of us, if we only saw fit to respect that divine morality in the industrial relations of each national group! Because—"Put them in fear, oh Lord, that nations may know themselves to be but men." Nations still imagine they have the right to legalize wrong. When shall we get rid of that absurdity?

And the wrongs and sins of nations can hardly be placed on the shoulders of the plain multitudes, to whom we, superior people, have never given the opportunity to live that full, complete life by which muscle, nerve, brain, mind and soul could work in unison with the eternal simplicity of all divine laws and ideals.

The last important incident, exhibiting the follies of human wisdom, comes from a retired college professor who, in a recent public address, tries to teach humanity how to improve our dreadfully mixed up social conditions. The friend in question assumes that the only thing we need is—a new religion. He dwells on what that new religion shall do or teach in opposition to what we have been taught to do or not to do.

There is no doubt that man is a religious entity. The quality of our religion shall then determine the quality of the men we may manage to have. Then, religion has three natural departments, viz: Forms of worship, ideas about the life beyond, and conceptions in regard to the duties each one of us owes to all of us, for the honest and sensible terrestrial life of all of us. If the latter department is vitiated by the legislation of sinful processes in our industrial life, down we all go.

Not long ago, it was reported, in western papers, what an Asiatic student in one of our colleges had written to his Asiatic friends, about us. He said: "*These people have a very good religion, but they don't live it.*"

There you have it in white and black, condensed in a short sentence. We don't

need any new religion. We simply need the religion taught by the old Prophets and by Christ. We need to apply that religion to the collective industrial and social life we all want to have. That is just the thing that all modern nations fail yet to do, as the old nations did fail to do.

The old college professor we have mentioned, and piles of us finely educated people, have wasted and keep wasting our lives as long as we refuse to grasp the conception of the Asiatic student to whom we have referred.

Our whole individualized existence remains distorted, unable to work for the

realization of high ideals, for righteousness in national life, as long as we go on, satisfied with our gambling house laws, with our speculations and monopolies, with our unnatural wealth accumulations, here and there, with our poverty everywhere, physical, moral and spiritual. No new religion is going to help us as long as we don't want to do what the eternal religion of righteousness and good will to all tells us to do. And that righteousness and good will to all cannot come through the mean, selfish laws of industrial monopolies, right and left, that we do seem to love with all the forces of mind and soul.

### The Story it Tells to Him

A little blue story book, faded and worn,  
Has its own hallowed place on the shelf  
Where the little queen heroine wise but forlorn  
Calmly communes with herself.

But the page is turned down where the wonderful  
prince

Boldly knocks on the fierce ogre's door.  
Ah, he has not looked at the story book since,  
By which he once sat so much store.

She said: "Daddy, dear, don't read any more,  
For somehow I can't understand."  
So he turned the page down with the prince at the  
door  
And held her wee feverish hand.

But while the prince waited his promise to keep,  
And the little queen sat on her throne,  
An angel band sang his wee girlie to sleep  
But left him awake and alone.

The brave little prince still waits with a frown  
For the ogre to come or to go,  
But the place in the book where the page is  
turned down  
Is only for "him" to know.

Oh, little blue book, thy covers are dim,  
But thy stories are happy and bright,  
Save one little tale told only to him,  
Which is breaking his poor heart tonight.

—Chicago Record-Herald.

### Look Ahead

No matter what's your trouble,  
Look ahead;  
Never mind how trials double,  
Look ahead.  
Past mistakes are sure to find you  
If you let their memory bind you;  
And so never gaze behind you—  
Look ahead.

Don't stop in the way you're going,  
Look ahead.  
Don't waste time upon past showing,  
Look ahead.  
If the past has gone in failing,  
Spend no precious moments railing;  
With fresh energy prevailing,  
Look ahead.

Turn your back on life's disaster,  
Look ahead.  
If the past has failed, then faster  
Look ahead.  
Let the future wrest successes  
From the past's mistakes and guesses,  
While the present this impresses—  
Look ahead.

Looking backward on past glory,  
Not ahead,  
Told of Lot's wife the sad story,  
While ahead,  
Lay her land of woe forsaking.  
So, if fortune you'd be making,  
And of ill your leave be taking,  
Look ahead.

—Columbian Record.

# Ladies' Corner

## Excelsior

BY DANIEL A. LORD.

The shades of night were falling fast  
When home the lamp-shade came at last,  
Which I had bought that very day  
In town, packed in a sort of hay—  
Excelsior.

My brow was sad when I beheld  
To what a size the shade had swelled;  
For surely, if it were not such,  
They'd never, never need so much  
Excelsior.

I bore the package to my room,  
For how could I foresee my doom?  
I pushed the desk and table back  
And slowly started to unpack  
Excelsior.

I burrowed deep, and downward dug,  
Until I'd covered all my rug.  
I spread it then upon the floor,  
But still I pulled out more and more  
Excelsior.

"It can not be," I said at last,  
"That in my haste the shade I've passed."  
But though the lamp-shade I may miss,  
I know I never ordered this  
Excelsior.

Then it began to fill the air,  
The desk, the table—everywhere.  
It reached the ceiling, blocked the door,  
And yet there still remained some more  
Excelsior.

Next morning I, of course, was missed,  
And with the shade clasped in my fist,  
With hay below and hay above,  
They found me in a mountain of  
Excelsior.

Now, when I order anything—  
A picture or a vase or ring—  
I always tell them at the store  
To please omit the ton or more  
Excelsior.

—*Christian Work and Evangelist.*

## A Squash or an Oak

Some of our boys and girls are ambitious to have good educations, and to do a work in the world up to their fullest capacity, when that has been developed by careful training. Others want to have whatever knowledge or other good things they can get with least trouble. A student went to a certain American college, and asked if there were not a short cut he could make. "Yes," said the president, "but when the Lord wants to make an oak, he takes a hundred years, and only a summer for turning out a squash."

Are you in training for an oak or a squash?—*Ex.*

## Mr. Dooley on Woman's Suffrage

"A fine lot iv rugged pathrites they were," said Mr. Dooley, speaking of the old-fashioned woman suffragist.

"I used to know wan iv thim—Docther Arabella Miggs—as fine an old gintleman as ye iver see in a plug hat, a long coat an' bloomers. She had ivry argymint in favor iv female sufferage that ye iver heerd, an' years ago she made me as certain that women were entitled to a vote as that ye are entitled to my money.

"Ye are entitled to it if ye can get it. They ain't anny argymint against female sufferage that wudden't make me libble to arrest ivry time I'm seen near a pollin' place. But it isn't argymints or statistics that alters things in th' wurruld. Th' thick end iv a baseball bat will change a man's mind quicker an' more permanently thin anny discourse.

"An' there ye are. Ain't I again female sufferage? Iv course I am. Th' place fer these spoiled darlings is not in th' hurly-burly iv life, but in the home, be the fire-side or over th' kitchen range. What do they know about the vast machinery of government?

"Ye an' I, Hinnisy, are gifted with a supeyoor intilligence in these mathers. Our opposition to a tariff is based on large pathriotic grounds. We have thought th' subjick out carefully, applyin' to it minds so sthrong that they cud crush a mountain an' so delicate that they cud pick up a sheet iv gold foil. We are in favor iv abolishin' th' tariff because it has thrown around this counthry a Chinese wall; because we are bribed be British goold fr'm th' Parsee merchant who ripsints th' Cobden Republican Marchin' Club iv London, England; because th' foreigner does or does not pay th' tax; because Sam'l J. Tilden was again th' tariff; because th' ultimate consumer must be protected.

"Larkin, on th' other hand, blessed with a republican intelleck since eighteen eighty-four, whin he become a protectionist because James G. Blaine was a fine man, annyway ye took him, is in favor iv a tariff on borax, curled hair, copra, steel ingots, an' art, because cheap clothes makes a cheap man; because th' star-spangled banner an' long may it wag; because th' party that put down th' rebelyon an' stormed th' heights iv Lookout Mountain an' sthrewed th' bloody field iv Onteetam is th' same party (applause) that today is upholdin' th' tax on hides undher th' leadership iv th' incomp'able hero, Seerinio D. Payne. Often have I set here listenin' to ye an' Larkin discussin' this here question, wan moment thinkin' that I was as fine a pathrite as th' goose that saved Rome, be payin' more f'r me pants thin they were worth, an' another moment fearin' I was a traitor to

th' flag f'r buyin' pants at all undher this accursed tariff. Both iv ye want to do what's best f'r th' counthry.

"But if ye put th' question up to th' ladies, if women understood th' tariff, which th' poor crathers don't, ye'd find they were aginst it f'r no higher reason thin that it made thim pay too much f'r th' chil'dher's shoes an' stockin's. Can ye imagine annything baser thin that, to rejoice a great question like th' tariff down to a personal level, take all th' music an' pothry out iv it an' say: 'I'm again it, not because it has lowered th' morality iv ivrywan that it has binified, but because it's a shame that I have to pay eighty-six cints a pair f'r stockin's.'

"Women take a selfish view iv life. But what can ye expect f'r'm a petted toy iv man's whim that has spent most iv her life thyrin' to get four dollars worth iv merchandise f'r two dollars an' a half. Th' foolish, impractical, little, fluffy things! It wud be a shame to let thim hurl thimselves into th' coorse battles iv pollyticks. How cud ye explain to wan iv these ideelists why we have th' Philipeens an' th' Sandwich Islands, an' why we keep up a navy to protict Denver, Colorado.

"We don't hear much about sufferage up our way in Ar-rchy road, an' th' ladies that have got out their noblest hats in behalf iv th' cause complain that they can't stir up anny excitement among th' more numerous ladies that prefer to wear a shawl on their heads. Maybe th' reason is that these fair dhreamers haven't been able to figure out that a vote is goin' to do thim anny good. P'raps if ye asked ye'er wife about it she'd say:

"Well, y've had ye'er vote f'r forty years. F'r forty years ye've governed this counthry be a freeman's ballot an' ye'er salary an' perquisites at th' mills still amounts to a dollar an' eighty-five cints a day. If a vote hasn't done ye anny more good thin that I don't think I can spare time f'r'm me domestic jooties to use wan. I will continue to look afther th' family, which is th' only capital a poor man can accumylate to protict him f'r'm poverty in his old age. I'll stay at home an' see that th' boys an' girls are saved up ontill they are old enough to wurruk f'r us. An' if ye want to amuse ye'erself be votin' go on an' do it. Ye need recreation wanst in a while, an' ye'er vote don't do anny wan no harm."

"I wuddn't talk to me wife about votin' anny more thin she'd talk to me about trimmin' a hat," said Mr. Hennessy.

"Well," said Mr. Dooley, "if she gets a vote maybe she'll trim it to please ye. Annyhow it won't be a bad thing. What this country needs is voters that knows something about housekeeping."—*Chicago Socialist.*

## System in the Kitchen

### THE EASIEST WAY.

"I love to work in my kitchen," said a cheery faced housewife the other day, "because I have made a study of having things convenient. I used to slave from morning until night, taking hundreds of steps there was really no need for. Finally one night I sat down and determined that things should be different. If I was going to cook and wash dishes I was going to do it in the easiest instead of the hardest possible way. It cost me some money to get started right, but I have been well repaid, and I'll tell you how I did it.

"I had on hand a lot of copper utensils. These, while I knew they would be durable, were nevertheless extremely heavy to handle. I sold them to a friend of mine, who had often envied me them, for about half their cost, and then I laid in a stock of agate ware and tinware. I purchased, in addition to the articles I had had before, a meat grinder, a bread crumber, some measuring cups, and grease brushes, and several good, sharp knives. These extras cost about \$2.

"The next thing I did was to place all combinations of things together. I put my baking utensils near together. I put mop and dustpan and broom and floor cloths in a group. I made a good place for everything and made a rigorous resolve that everything should be kept in its place.

"My kitchen table I discovered was too low. I felt that I could not afford one of the regular kitchen cabinets, so I had a carpenter lengthen the legs and put in several extra drawers. In these drawers I put all such things that could not be hung up, such as rolling pin, flour sieve, bags of all kinds, and cheesecloth for straining jellies and soups.

"Then I decided that I would cover the floor with linoleum. I had been having my floor bare, and had taken great pride in keeping it at a certain stage of whiteness, which was the envy and admiration of my neighbors. You may know, however, that I did this at the expense of health and strength. After the linoleum had been laid, I got several pieces of washable carpeting and put them in the places where I am compelled to stand the most.

"The next thing I did was to attach a slate and pencil near the back door. This was for me to write things on as I should remember that I needed them. I cannot tell you how much this has helped me.

"I laid in some canned things next, against the day when the unexpected guest should arrive.

"I have always made a point, since the time when I made up my mind that my housekeeping should proceed along scientific lines, to collect all of my materials for a meal before I set out getting it ready. I

take my time and see that everything is on hand. Then leisurely, I proceed to get breakfast, dinner, or supper—whatever it may be.

"I'm proud of myself," the woman laughed gayly, "I've given quite a lecture and I could see by your faces that you were interested. Well, all that is left for me to say is, 'Go, thou, and do likewise.'"—*Labor World*.

### Household Hints

**Silver Polish.**—A simple and effective silver polish is made by moistening ordinary baking soda with benzine or gasoline. Apply briskly with a brush, then wash in a warm suds and dry thoroughly. Keep soda well moistened throughout the process. The ordinary precaution should be observed with the use of gasoline.

**Cover Sewing Machine.**—For those who own a drop-head machine, an excellent plan is to make a slip of some soft material, for instance, velour, to fit leaf or top. It preserves the wood from scratches, etc., when the machine is in use, and serves as a cover when closed.

**Sowing Fine Seed.**—A lady who was just going to plant some poppy seeds, which were very small, put them in an old salt shaker, the task of sowing them was made much easier and they were sown evenly. This idea may be used with all small, fine seeds.

**For Sticky Saucepans.**—If your cooking utensils have a habit of burning or the victuals stick easily, try boiling a little vinegar in same. It acts like magic, especially with heavy skillets.

**To Make Toilet Soap.**—Cut two pounds of common bar soap into shavings. Put into a tin pail with barely enough hot water to cover, then set the pail in a kettle of boiling water, and when the contents are melted stir thoroughly. Add one-quarter pound each of honey, almond oil and powdered borax. Mix together by stirring for ten minutes and add a few drops of any scent preferred. Mix well and turn into a deep dish to cool. Then cut into squares.

### Recipes

#### Brownies.

One-third cup butter.  
One-third cup sugar.  
One-third cup Porto Rico molasses.  
One tablespoon sour milk.  
One-half teaspoon soda.  
One egg.  
Seven-eighths cup flour.  
One cup walnut meats cut in pieces.  
One-quarter teaspoon salt.  
Cream butter, add sugar and egg yolk (beaten), sift soda with flour and salt and

add nuts to it. Add molasses and milk to first mixture and add flour. Add beaten white last. Bake in small muffin pans about twenty-five minutes.

#### Plain Omelet.

Four eggs.  
One-half teaspoon salt.  
Few grains pepper.  
Four tablespoons water.  
One tablespoon butter.  
Separate yolks from whites. Beat yolks in a bowl with a Dover beater until thick, add salt, pepper, and water. Beat whites until stiff, cutting and folding the yolks into them until the mixture is blended. Melt butter in omelet pan and when moderately hot, turn in mixture, spread evenly, place on range where it will cook slowly (about twelve minutes). Keep the temperature low until the last minute, when it may be raised to brown the bottom. When "well puffed" put pan in a moderate oven to cook the top; that is, until omelet is firm to the touch. Crease across the top. Serve at once.

#### Scrambled Eggs.

Five eggs.  
One-half cup milk.  
One-half teaspoon salt.  
One-eighth teaspoon pepper.  
Two tablespoons butter.  
Beat eggs slightly, not enough to blend whites and yolks; add salt, pepper and milk. Melt butter in omelet pan and turn in mixture. Cook over moderate fire until creamy, stirring and scraping from bottom of pan.

#### Boiled Custard.

Two cups scalded milk.  
Three eggs.  
One-quarter cup sugar.  
One-eighth teaspoon salt.  
One-half teaspoon vanilla.  
Beat eggs, add sugar and salt and stir slowly into the hot milk. Cook in a double boiler, stirring constantly until mixture coats the spoon, then remove quickly from the fire and add flavoring.

#### Snow Balls.

One-half cup butter.  
One cup sugar.  
One-half cup milk.  
Two and one-quarter cups flour.  
Three and one-half teaspoons baking powder.  
Whites of four eggs.

Cream butter, add sugar gradually, then milk, and flour and baking powder sifted together. Last add stiffly beaten whites of eggs. Steam thirty-five minutes in buttered cups. Serve with preserved fruit or strawberry sauce. A tablespoon of preserved fruit may be put in bottom of each cup, cover with butter and steam. Serve with cream and sugar.

# Editorial

## Train Auditors

There has recently appeared in the Railroad Age Gazette and other papers devoted wholly to railway matters, a series of articles dealing with the question of the auditing of trains, and an offhand reading of the articles would convey the idea that conductors, as a class, were more given to criminal practices than any other class of men in the universe—that they comprised within their ranks the only individuals who had ever stepped aside from the straight and narrow path.

The writer has been rather intimately associated with railway operation for a period covering years enough to span the time from when railways were a small enterprise to the present when they have reached the magnitude of being the greatest industry on the continent. He has both been in the service as a conductor and he has overlooked the game as an outsider, and it is believed that the assertion can safely be made that the fifty thousand men who are engaged on this continent in the capacity of railway conductors will show as large a proportion of law-abiding and law-respecting citizens as any other class engaged in any line of service, barring neither trade nor profession.

It is safe to lay it down as a general principle that within the ranks of a craft that embraces a large number of men, there are always individuals who have fear neither of God nor man before their eyes, and who will break any law, either human or divine. Christ himself had twelve disciples and it is generally admitted that his was a master mind; and yet out of the twelve within the lapse of a few hours, one denied and a second betrayed him. And in all other affairs of life, a certain proportion of men have been untrue to the trusts reposed in them. Consequently there are undoubtedly engaged in the business a certain number of men of dishonest tendencies, but the proportion of bank officials and their employees who are convicted of dishonesty within a year is greater in proportion to the number of men employed

than is the number found dishonest among the ranks of the railway conductors of the country.

One writer on the subject, who beneath the lion-skin signature of "General Auditor" brays against a class, makes the statement that the training of men from the foot of the ladder in railway service until they are graduate conductors, is not conducive to honesty. If honesty were as rife above the rank of conductor as it is in the ranks thereof and below, there would not be as many investigations regarding the legality of consolidations or as many officials of companies convicted of open violations of the laws of the land and held and fined therefor as is the case at the present time. He makes the statement that environment and example have much to do with the forming of the character of the men upon a line of road but he seems to absolutely forget that environment and example in the case of the average employee of a railway takes its keynote from the highest officials of the company. If it is a subject of open discussion that the finances of a railway have been looted by its highest officials; if by the waybills passing through his hands he knows that local (?) industries are dominated by high officials of the line and that their stock in trade is either transmitted cost free as supplies for the company or at a largely reduced rate through subterfuge or misrepresentation; and if he knows that the goods in question are being delivered to enterprises in which his official superiors are immediate parties of interest, does this tend to place high moral standards before the men of the class? The wonder is not that the occasional man goes wrong, but that a greater proportion of them do not yield to the importunities with which they are continually beset.

The public sits up horrified when it is shown that some individual has fallen from grace, but a large portion of that same public will board a railway train and use every means within their power, either to with-

hold transportation or to get more than an equivalent for the price paid. Another class boldly importunes for a reduction in the rate on account of cash fare payment on a basis of dividing the profits—one stealing his portion from the railway company and his partner in crime stealing it from the expense account of the firm which he serves. Even wearers of the "cloth" in considerable number seem to imagine that they are conforming to the divine law when they endeavor to "beat" their way upon a railway train, regardless of the fact that they are not only violating the laws of the land and the rules of the company, but are attempting to induce servants of that company to do likewise.

The train auditor is the outgrowth of the knowledge that such conditions do to a certain degree exist. That there are a limited number of men who indulge in the practices complained of and for the purpose of eradicating it, this is one of the means devised.

The conductor has no grudge against the presence of the train auditor as long as he performs a legitimate mission upon the train. Officials of the operating department, regardless of the opinions expressed by the above referred to "general auditor," will still cling to the idea that the operation of the train in safety from terminal to terminal is of somewhat greater importance than the collection of the occasional dollar; and the whole trend of public opinion as well as legislation is at the present day based upon the idea that safety in operation is the first requirement and that the responsibility therefor is not altogether predicated upon whether or not every one of the passengers has "rendered unto Cæsar that which is Cæsar's." While this feeling continues to exist the view will be held as it is now by operating men that the first duty of the company and its agents is to deliver the train in safety at its destination, and if the Auditor is a necessary adjunct to this result he will be placed there even should legislation be required therefor.

It has never been a rule upon the various railroads to issue instructions that when a tramp was killed in a wreck that the first duty of the train crew was to search his pockets to find whether or not he had

money to reimburse the company for the free ride which he had appropriated and that idea is not liable to obtain for some time to come.

The difficulty that exists in the use of auditors is owing to the fact that the training of the conductor from the days when he enters the railway service is such that in dealing with the public, he recognizes the fact that his manner is an important factor in the attitude of the regular patrons of the road toward that company in all the functions which it performs. As a statement was made by a high official of an eastern road in a public speech, "The conductors of the road exercise a greater influence for or against the prosperity of the property than is wielded by any official of the line," and the men who fill the auditors' positions as a rule are men who have had no experience along those lines. They have neither the experience in dealing with people in general nor have they the traditions of the service governing them and appealing to them as has the old employe who has for years been identified with the operation of the property and there is no service rendered by any man for wage that equals that which is given by the man who thinks and speaks of "our road."

The real animus that exists among conductors to the institution of the auditing system lies wholly and solely in the feeling that his presence is a reflection upon and a criticism of his honesty as a servant of the company. The business is peculiar in this that a conductor is the only man on the face of the earth whose best friends will refer to him as one who appropriates the property of others and at the same time expect him to accept it as a pleasantry. Consequently when the presence of auditors on a road is first announced, every man who possesses a speaking acquaintance with the conductor, and many who do not, immediately proceed to give rein to their ability to make witty (?) comment thereon and the wonder is not that resentment is felt by the subject of such witticisms, but that manslaughter is not the charge later alleged against him. It may be that the auditor furnishes a solution to these difficulties for years to come. If the conductor himself demanded the presence of the audi-

tor upon the train the average company would immediately plead poverty and inability to bear the increased cost, but since they think there is intense opposition on the part of the men to the presence of the auditors, money is spent as freely as air to retain them there; and there are cases where this opposition has been utilized by the men to retain the auditor after it was the intention of the company to remove him.

As to the union exercising a baleful influence in the handling of these questions, it is an absolute and specific fact that these railway brotherhoods stand as ready as do the companies themselves to dispense with the service of the man who has shown himself to be dishonest. They have not in the past nor will they in the future extend either countenance or protection to the man who does not render honest equivalent in service for the pay given; but they do refuse to have their members discharged either on the personal whim of some petty official or upon the unsupported statements of men whose testimony is considered worthless in a court of law. It has been proven scores of times that the allegations against men who have given two-thirds of a lifetime to the service of a company and whose positions were jeopardized by those statements, were made by men with criminal or prison records. Where this becomes apparent, we do refuse to accept statements made by men of this character or in instances where it is absolutely proven that instead of spending the money for fares that they reported the conductors for appropriating, those men had retained that money and remained at some fixed location covering a series of trains theoretically alone but in each instance reporting the conductor, while at the same time profiting by the appropriation of the funds set aside for their travels in an investigation. These are not isolated instances, but common occurrences.

Moreover, it seems to be assumed that age in the service constitutes the only qualification for advancement of the members of these organizations upon a railroad. Such a statement shows utter ignorance of the agreements that are in effect upon the lines of railway of the country between the Order of Railway Conductors representing

that class and the sister organization which represents the junior men who graduate into the conductors' class. Ninety-five per cent of these agreements read that promotion shall be based upon age in the service or seniority—merit and ability being equal. In other words, if two men show equal aptness, the older man is entitled to the opportunity for advancement and it is rather an anachronism to allege against a class of men in quasi-public service a claim that they are at fault in applying the civil service rule which public clamor has caused to be adopted not only by the Federal government but by a large proportion of state and civic administrations as the most desirable method of securing faithful performance of the duties entrusted to men.

The assertions regarding the great profit that has accrued to the companies from the employment of train auditors has something of an amusing flavor to the man who has heard the statements and admissions made by managing officers who have in the past used and abandoned the auditor. The fact is that the auditor has never been put on as a question of profit; he has been utilized as a possible corrective and not as a source of revenue.

From the sudden prominence that has been given to the proposition (in the literary sense) one would imagine that the train auditor was a new institution. He has been in existence and in operation for the past twenty years. He is like Tennyson's brook, he "flows on forever." But there are few places, indeed, where his existence has covered any great period of time and it is a peculiar fact that in most places where he has come and gone, the same conductors who welcomed the coming sped the parting guest, which certainly would not have been the case had his service demonstrated the existence of the evils which are so strongly magnified. The fact is, the conductor is like every other class of men—human. There are the due proportions of the good and the bad, but for devotion to duty, for sacrificing personal interest in aid of the corporation he serves, for sacrificing himself to protect the people or property who are in his charge, no class of men stand higher; they will never all be perfect, nor will men in any other pursuit.

## Legislative Interference Injurious to Business

Mr. F. D. Underwood, president of the Erie railroad, visited Chicago recently to attend the annual meeting of the traffic officials of that system. He is very much opposed to legislative tinkering with the management of business interests and in discussion of the question said:

"The regulation of business by political bodies is a great failure. Congress has no more business tinkering with the tariff than it has to tinker with the plan of salvation. We should have a tariff commission, whose sole business in life should be to study the tariff and recommend such changes as were found necessary. The commission should have the dignity of the supreme court of the United States. I do not believe in commissions usually, but there is a place where a commission can do things of benefit to the country."

In speaking of the outlook for future business and the return of confidence to those having money to loan but who had been hiding it since the beginning of the late financial depression, he had this to say:

"Business conditions are improving slowly, but steadily. The people have begun to have confidence, which is a great deal. Money is coming out of hiding. It is said in a panic, money is scarce. That is not so. There is just as much money as ever, but it has gone into hiding. Because it is now coming out of hiding, there is an im-

provement. We can borrow now. We could not before, because the man who had the money, hid it. Now he is bringing it out and lending it, which stimulates things and improves conditions. We have got past the turning point. We are not going full speed yet, but we have started and are on the up grade."

There seems to be a general opinion that with the definite settlement of the tariff question and the present prospects for splendid crops, the railroads will have about all the business during the coming fall and winter that they can handle. It is said that Chairman Knapp of the interstate commerce commission is expecting a heavier business than has ever been known in a single year. The serious situation anticipated, not only by Chairman Knapp, but by the operating railroad officials generally, is that there may be a shortage of cars. Crop prospects are considered so flattering that railroad companies may be taxed beyond their capacity to handle the freight. According to figures submitted to the commission, says a press dispatch, the railroads have recovered from the low business depression and are now handling almost as much traffic as they did in the rush period of 1907.

Back to prosperity again will be welcomed by the large numbers of men who have been working half time or no time at all.

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## Christian Social Service and the Wage Earner

Near the close of 1908 the Episcopal Diocese of Chicago appointed a special committee on Christian Social Service, with the idea of studying social conditions on their moral side and to obtain reliable facts concerning intemperance, injustice, unfairness, and such information as might be necessary for a proper consideration of the Church in its endeavor to exercise a moral leadership in social, civic and industrial affairs. On that committee is a prominent railroad president, a well known banker,

a leading minister and men well known in commercial circles.

After considerable investigation and holding of several meetings, the committee recently made its first report. On the subject, "The Relation of the Church to Labor," the committee state their beliefs as to the relation of the Church to wage earners, and what the Church's ideal is and on what it is based, and very frankly acknowledges that the Church has conspicuously failed to realize it. We read:

The relation of the Church to wage earners is precisely what it is to other people.

The Church does not deal with men primarily according to their occupation or social condition, but as individuals or social groups having their own responsibilities and obligations to God and to their fellow men.

The Church is the visible expression of the Kingdom of God among men. It stands for the ideal of human brotherhood and social righteousness, an ideal based on the realization of God's Fatherhood and our membership in the mystical Body of His Son. The ideal is a splendid one, but we have failed conspicuously to realize it. The kingdoms of this world are still far from being the kingdoms of our Lord and of His Christ, and we note as one of the serious problems of our times the alienation of men everywhere from the Church. The men need the Church and the Church needs the men. In every social class the number of church members and churchgoers is small in proportion to the whole, and this is notably true in the ranks of labor. Statistics bearing on these conditions are few and unreliable, but of the 2,426,000 members of labor organizations in the United States as reported to this committee, it is not likely that more than fifteen per cent are frequent or habitual attendants upon religious services, while the prevailing attitude on the part of organized labor toward organized Christianity is one of indifference if not of hostility.

In order to arrive at an understanding of this situation, this committee has sought to learn from labor leaders and working men the reasons for this indifference. The many replies received may be summarized as follows: (a) The working man is indifferent to the Church and religious organizations because he claims that the Church takes no interest in his material welfare. (b) He is willing to admit that the Church tolerates his membership, but as a rule does not welcome himself or his family. (c) The Church is maintained by contributions from comparatively few, and these few are in large measure responsible for the cruel conditions existing in commercial and industrial life. (d) The sort of Christianity preached and practiced in the Church today as it applies to workingmen is very different from that of the Church's Founder. (e) In addition, many replies urge the exacting demands of modern industry, the need of recreation on Sunday, and the hollowness and unreality of the religious profession of the average Christian.

In so far as these causes explain the alienation of wage earners from the Church, they constitute a terrible indictment against modern Christianity.

It cannot be denied that in recent years, notwithstanding the vast accumulation of wealth in the hands of a privileged few, there has been no corresponding gain to

labor; that our modern competitive industrial system results in conditions which are essentially un-Christian, and unjust to the men who produce the wealth in which they so unequally share; that in every industrial community, poverty due to insufficient wages and uncertainty of employment is to a large extent responsible for the discontent, crime, immorality and alienation from religion, and that the Church is to a large degree identified with the capitalistic class and that its influence is used to uphold the existing economic system.

The right of workingmen to organize for mutual benefit and protection can no more be called in question than the right of the men of any other class to organize for similar purposes. The attitude of the Church towards organized labor, like its attitude toward organized capital, depends upon circumstances. It may agree or it may disagree with either or both, according as one or the other keeps or fails to keep the Golden Rule of charity and fair dealing.

The Church stands for righteousness and justice and brotherly love, and so far as the organization of labor tends to secure these ends, the Church approves it.

No class of men today has a truer conception of the obligation of brotherhood or is more responsive to the altruistic appeal than workingmen, and none is more sympathetic to the teachings of Jesus Christ. It is not Christianity to which the workingman is indifferent, but ecclesiasticism, which too often fails to embody the spirit of Christ.

It is encouraging to note that there seems to be of late a movement toward a better and more sympathetic understanding between the representatives of organized Christianity and organized labor, a movement which is already bearing fruit and which we should strive by all means in our power to advance. "The question of the Church and the workingman," says a recent writer who has made this field his own, "is no longer a problem, but an opportunity." It would be a strange calamity if the Church, whose Founder was a carpenter and whose Apostles were fishermen and laborers, were to be lacking in sympathy with the workingmen and the common people, and if its forces were to be employed to maintain the unfair advantages of special privilege. Special privilege, whether of wealth, education or social position, always involves special responsibility and those who fail to use their treasures for the common good use them to their own destruction. The first duty of Christians is to get God's will done here on earth, by bringing men into right relations with God and with each other.

We urge all Christians to study the existing social and economic problems in the light of the gospel of Jesus Christ; to join in every movement for the advancement of

the interests of labor, and in particular, such movements as seek to obtain fairer wages and shorter hours of labor. Specifically, we strongly recommend that Church people unite in seeking to secure the Saturday half-holiday throughout the year for the employees of our Chicago retail stores.

The report also takes up the social evil question and contains a lot of cold truth in a few words, and shows up a situation that is not in the least degree to the credit of some of those who employ female labor at ruinously low wages. This is a subject about which too little is known by the public at large. We quote what the committee has to say with respect to the economic phase of the question after an investigation into the cost of living and the wages of women clerks in the city of Chicago:

With respect to the economic phase of the question, this committee has made an investigation into the cost of living and the wages of women clerks in Chicago.

We find that the wages paid to a large class of girls employed in our down-town retail stores—girls who do not live at home, but who are dependent upon their own exertions for their entire support, is from six to seven dollars a week. The standard of dress required of these girls by their employers, in order that they may present a neat and uniform appearance, imposes upon them a heavy burden of expense. Such girls, living in the cheapest rooms and clubbing together to secure their food at the lowest possible cost, are forced to spend at least \$5.05 per week for rent, food and carfare. This does not include one cent for clothing, recreation, medicine, or other necessary incidental expenses. Upon this scale the girl who receives \$7.00 a week has a balance of \$1.95 each week for all other expenses of living. A careful estimate, based upon actual conditions, shows that the lowest wage upon which a woman clerk of the class under consideration can live, is \$9.00 per week, provided she does not live at home.

When we consider the dreary and hope-

less lives of these thousands of young women and working girls, it is not to be wondered at that many of them fall victims to the men who regard them as their easy and legitimate prey.

To meet this deplorable social, economic and moral condition, this committee recommends:

(1) That a determined effort be made to arouse the public conscience with reference to the social evil, in order to make men realize that this is essentially a man's problem, and one which can never be settled until men are brought to adopt a standard of honor and morality which shall condemn the degradation of the honor of women.

(2) That every effort be made to abolish the features of the saloon which make it a brothel, and to enforce the law which licenses it as a place for the sale of alcoholic liquors under proper restrictions.

(3) That we use such resources as exist or may be created in every parish to furnish centers of rest, recreation, entertainment and moral and spiritual inspiration for working girls.

(4) That a more complete investigation be made of the serious economic condition of the underpaid clerks in our down-town stores, and that such a report be made as shall focus public attention upon their need of an honest living wage and of such additional time for recreation as should be provided by the weekly Saturday half-holiday.

The report has considerable to say about public health and the saloon and its associated evils and child protection, and makes some recommendations that, if carried out, would go far toward solving those problems.

The committee is composed of men who, in their own work, are in the habit of "doing things," and they have made a splendid start in the work to which they have been assigned. It is to be hoped that they will continue on and that something of good shall come out of the start already made, and that such work may be taken up elsewhere.

## Golden Rule Applicable to Labor Problem

Mr. John Mitchell, ex-president of the United Mine Workers of America, has the honor of being the first labor leader to speak before the Yale Divinity School. In April Mr. Mitchell spoke to the students of that school and chose for his subject, "The Relation of the Workingman to the

Church," and emphasized the good trade unions had accomplished for workingmen, and gave as his opinion that a literal application of the Golden Rule would solve the problem of modern industrial life. He said, in part:

"To understand the philosophy, the pur-

pose and ideal of the trade union movement it is necessary that we keep in mind the fact that the trade union movement is not so much to secure the advancement of the exceptional workman as to bring about the general and gradual uplift of the great mass of wage earners. The trade union was formed to find a substitute for the individual bargain between the employer and a single workman.

"There are," said Mr. Mitchell, "six ends which trade unions are striving to attain; A wage suitable to the American standard of living, the eight-hour day, child labor laws, employers' liability, improved working conditions and the preservation of the constitutional guaranty of free speech, free press and trial by jury, and it is to attain these, all other methods failing, that a resort is made to strikes and boycotts."

Referring to the loss or benefit by strikes, he said:

"There is more in a strike than wages or hours of labor, and a strike may be a

loss from a money point of view and a great gain in a higher and nobler sense."

Mr. Mitchell said in closing his address:

"It is a matter of general comment that large numbers of the workmen have apparently become indifferent or even unsympathetic to the voice of the ministry as it expounds the doctrines and the gospel of Jesus Christ. If it be true, there must be a reason which seems to them to justify such action. There can be, of course, no fundamental antagonism between the Church and the labor union, because each in its own sphere works to the same end, and if I were asked to propose a solution of the whole vexed problem of modern industrial life I should unhesitatingly advise a literal application of the Golden Rule."

If our recollection serves, the late Senator Marcus Hanna adopted the Golden Rule as his guide in dealing with the labor question, especially in the later years of his life, with very satisfactory results.

## Mixing Cheerfulness With Duty

There is no disputing the fact that a cheerful disposition exerts a wonderful influence over patrons of railroads, and the possessor of such an asset can accomplish much in popularizing the line upon which he is employed. And this is particularly true where two or more lines of road reach out over the same territory and touch many of the important stations therein. We listened to a discussion in the smoking compartment of a sleeping car not many years since, between three passengers who, from their conversation were evidently strangers to each other, and all were strangers to us, as to the merits of certain railroads. The subject of freight shipments over the lines mentioned, including rates, prompt handling and safe delivery, was discussed to a considerable extent and then the passenger travel and accommodations therefor was taken up and handled from "Genesis to Revelation." Said one of the travellers: "I never take such a train out of ——— to ———," and in response to the question, "Why?" said, "Because the whole train

crew barely come within the limit of common civility, and information has to be pumped out of them; and when it comes to any extra exertion to make passengers comfortable and contented, 'there's nothing doing.' For myself, I don't require waiting on, but I do like to see some attention paid to old ladies and mothers with children. I always patronize the other road between those points, and have pleasure in watching train crews make things 'comfy' for those entrusted to their care."

A recent issue of *The Commoner* has something interesting to say on this subject. We read:

"The men in charge of the Union Pacific road owe something to one of their passenger brakemen. His name is unknown to the architect, but this particular brakeman went west on No. 7 on August 5. No. 7 consists of a long string of Pullmans and one day coach. Local passengers cannot ride in the Pullmans, and on this particularly hot and uncomfortable day the one day coach was jammed with sweltering

humanity. It was worse than Noah's ark could have been. It would have been a mighty easy task to start a fuss, for the nerves of men and women were tightened up to the breaking tension by the heat and the crowded condition of the car. But through it all went that brakeman, with a laugh and a cheering word that kept things in good humor. He deftly persuaded three children to sit on one seat to make room for a couple of adults. He manipulated suit cases and grips and bird cages without arousing the ire of the owners, and made room for more passengers. He rigged up seats in the two vestibules and persuaded some men to occupy them, and thus made seats for tired women, who boarded the train at various stations. He just kept going, radiating good cheer, and his every appearance in the car seemed to cool the stifling atmosphere. There are a lot of people who will never know that genial brakeman's name who will always remember him with gratitude. If that isn't the kind of a man that railroad managers want to keep track of, then we don't want to know anything about the railroad business."

Mr. W. A. Gardner, vice-president in charge of operation on the Northwestern System, in addressing the members of Chicago Division I at their banquet some three years ago, approached the subject in a broader sense. He said many good things to the conductors there assembled, but on this particular question spoke as follows:

"A good, loyal passenger conductor is a better traveling passenger agent and letter general representative than any other three men you can select. He knows all kinds of people; he hears all sorts of views; he is the highest type of employe that comes in contact with the greatest number of the public. If he is courteous, does not lose his temper, performs his duty, speaks well of the company, then everybody that knows him, and they are legion, thinks well of him

and the corporation he represents. Of course, he may sometimes have to admit that railways are a little sinful, but even under those circumstances he can direct attention to a competitive line. Again, if the freight conductor and the station agent agree that there is some good in a railway and its management, somebody will stand around and listen to it, and they will tell another, and pretty soon a whole community will find that a railway is not an obstacle to their prosperity.

"If, perchance, the conductor, drew a hundred for the past month's service and tells of it, he does not really have to say that one-third of it was delayed and one-third overtime and one-third actual running. If the engine is wheezing away, half of the flues plugged and fifty pounds of steam, and hauling a train that requires five hundred pounds, do not get impatient and refer to the family antecedents of the superintendent or master mechanic; just say that the old man wanted to shop the machine last trip, but the engineer was so attached to the old girl he would not give her up and insisted on taking her out. You might just as well joke about one thing as another, and there is a whole lot of satisfaction in misleading people about family skeletons. Seriously, a set of employes who believe in nourishing or forwarding the best interests of their employers can do more in their daily intercourse with the public to llay complaints and reconcile differences than all the essays, pamphlets and books that might be printed in a hundred years. Men who have the courage and character to do this I call loyal. You find one of them and I will show you one of the corner stones of your Order."

Mr. Gardner's remarks apply equally as well to the freight and passenger service, and refer, also, to a brand of loyalty that is within the reach of all, and about which there should be no criticism.

## Sea Lines

BY RALPH L. ROEDER.

Fling spray back in the sea,  
Let it not touch the sand;  
Sea dreams should never be  
Allowed to come to land.

—*The Columbia Monthly.*

# Railway Information

The Missouri, Oklahoma & Gulf's line from Okmulgee, Okla., to Allen, has been completed and train service begun, and work started on the line at Denison, Tex.

A new branch of the western division of the El Paso & Southwestern, called the Courtland branch, from Douglas, Ariz., east to Courtland, 35.7 miles, has been opened for business.

The San Diego, El Paso & St. Louis has projected a line from El Paso, Tex., north-east through southeastern New Mexico to the Red river, at the Texas-Oklahoma state line, about 500 miles.

According to press reports final surveys are being made for a branch of the Southern Pacific from Lordsburg, N. Mex., Durango, Colorado, on the Denver and Rio Grande, about 350 miles.

Track laying on the extension of the Minneapolis, St. Paul & Sault Ste Marie from Broton, Minn., northeast to Duluth, 180 miles, is about finished. The company intends to open the line for traffic about September 1st.

The Chicago, Burlington & Quincy recently let a contract for grading and bridging on forty-two miles of an extension from Kirby, Wyo., south through the Wind River canyon, to a connection with the Chicago & Northwestern, at Shoshoni.

It is rumored that the Chicago & Northwestern will soon begin constructing a line to run from Milwaukee, Wis., to La Crosse, passing through Allis and Wauwatosa, about 190 miles. This will give that company a shorter route than it now has between Milwaukee and La Crosse.

According to press reports the Northern Pacific are planning to build from the Columbia river, south through central Oregon, paralleling the proposed line of the Oregon Railroad & Navigation Co. and of the Pacific & Eastern, operating a line from Medford, Oregon, northeast into the Cascade mountains.

The Des Chutes Railroad is building in Oregon from the Oregon Railroad & Navigation Company at a point near Des Chutes river, Oregon, south to the mouth of Trout creek, eighty-three miles, thence via the Agency Plains country and Madras, in Crook county, to the proposed terminus at Redmond, which is 130 miles south of Des Chutes. Construction work was started July 8th and will be pushed to completion. Up to August 1st about forty-five miles of the line was covered with construction outfits, and it is planned to cover the entire line as rapidly as possible to have it finished and in operation at an early date.

Press reports state that the Erie Railroad, beginning with July 1st, has restored the wages of all employes who suffered reductions eighteen months ago on account of depression of business.

A company has been organized to build the Arkansas, Louisiana & Gulf, from Monroe, La., north to Pine Bluff, Ark., with a branch to Crossett, in all 143 miles. The line is in operation from Monroe to Hamburg, Ark., fifty-six miles.

According to press reports from Minneapolis, Minn., plans have been made by the Chicago, Milwaukee & St. Paul for the elevation of its tracks in Minneapolis to eliminate the grade crossings. It will require two years to complete the work.

Press reports state that the proposed route of the James River Valley and Northwestern is from Blunt, South Dakota, on the Chicago & Northwestern, north by Onida to Gettysburg; also on the C. & N. W., with a branch from Onida, east to Hitchcock, on the C. & N. W., in all 130 miles.

It is reported that the track laying on the section of the Grand Trunk Pacific from Winnipeg, Man., west to Edmonton, Alb., was finished on July 16th. The last spike was driven at Cloverbar bridge near Edmonton. Ballasting will be continued as rapidly as possible so as to start regular train service early in the fall.

Press reports state that the property of the Oklahoma & Cherokee Central has been sold and a new organization formed to at once commence to build the line. It is stated that the road is graded from Chelsea, Okla., to the Verdigris river. This line is to run from Adair, on the Missouri, Kansas & Texas, west to Blackwell, a distance of 100 miles.

Press dispatches indicate that interests identified with the Ann Arbor lines have acquired the Manistique, Marquette & Northern. The road runs from South Manistique to Shingleton, and from Scotts to Doyce, all in the upper Peninsula of Michigan, having fifty miles of standard gauge main track. The Ann Arbor's acquisition greatly strengthens the position of that road. It has obtained a much needed outlet to the upper peninsula and the Northwest, as it connects with the Soo line at Manistique, and with the Duluth-South Shore system at Shingleton. It thus gains access to the mining regions and to the great Northwest. It is in position to carry coal over the Detroit, Toledo & Ironton and the Ann Arbor, all one line, direct to Frankfort and thence by boat to Manistique and on to the northern country.

It is stated that the Northern Pacific has begun actual construction of the Lolo Pass cutoff, between Missoula, Mont., and Pasco, Wash., which will shorten their main line between St. Paul and Seattle 100 miles. It was planned several years ago, but construction was postponed after the then president of the road, C. S. Mellen, and E. H. Harriman, agreed not to enter and develop the Clearwater country in Idaho.

It is stated that the Oregon Railway & Navigation Co., now has work under way on the first section of forty miles from Des Chutes, Ore., on the Columbia river, south to Redmond, in the Central part of Crook county. The work is expected to be finished in about eighteen months. The line is to be extended south to have a total length of 250 miles, of which eighty miles are through a very deep canyon, and will necessitate difficult construction work.

Announcement has been made that the Canadian Northern Ontario has recently made an issue of stock to provide funds to build a line from Niagara Falls, Ont., northwest to Hamilton, thence northeast via Toronto, Oshawa, Port Hope, Cobourg, Trenton, Belleville and Smiths Falls to Ottawa, where it will join the line building east to Hawkesbury, connecting with the line to Montreal, Que. An entrance into Buffalo, N. Y., is to be secured over an international bridge to be built at Niagara Falls over the Niagara river.

Julius Kruttschnitt, director of maintenance and operation of the Harriman Lines, in an interview denies that it is intended to electrify the Sacramento division of the Southern Pacific. The Harriman Lines have been investigating the question of electrification for some years, thinking that electricity might possibly be used more advantageously than steam on the mountainous Sacramento division, but the large new Mallet compound oil-burning locomotives have been used on this division so successfully that its electrification cannot be considered a probability.—*Railway Age-Gazette*.

According to press reports, the North Coast Railroad Co., will build about 700 miles of line as follows: From Spokane, Wash., west via Tacoma to Seattle, 378 miles; from a point on this line south of Tacoma at Portland Junction south to Portland, Ore., eighty-five miles; from a point on the Spokane-Seattle line at Kiona, east to Walla Walla, forty-eight miles; north from Walla Walla to Ritzville, on the Spokane-Seattle line, eighty-four miles;

from Ritzville north to Davenport, forty-five miles. From Spokane a line is to be built southeast to Tekoa, forty-one miles; also one from Kennewick northwest to Priest Rapids, fifty miles. About 100 miles of grading has been finished on these lines.

#### **Lackawanna will Install Telephones**

The Bangor and Portland division of the Lackawanna is about to install its own telephone system, which will take the place of the telegraph system now in operation.

#### **Progress on Western Pacific**

The laying of track through the Spring Garden and Beckwith tunnels of the new Western Pacific Railway of the Gould system has just been completed, thereby giving to the road the section by which it will cross the Sierra Nevada Mountains into California. The Spring Garden tunnel is 7,306 feet in length and the Beckwith tunnel has a length of 6,006 feet. The two excavations are connected by a stretch of track fifty miles in length.

#### **Employment Bureau on the Northern Pacific**

Howard Elliott, president of the Northern Pacific, has issued a circular announcing the establishment of an employment bureau "to assist employing officers in obtaining satisfactory persons for service with the company; to keep an adequate record of the character and length of service of those now in the employ of or hereafter employed by the company; to co-operate with all officers and employes for the purpose of improving the general character and efficiency of the service." Oakley D. Johnson has been appointed superintendent of the employment bureau, with headquarters at St. Paul, Minn.

#### **Trains Moved by Use of Telephones**

The Chicago & Northwestern is installing a telephone system for the dispatching of trains between Chicago and Fond du Lac. The wires are being strung for a quadruple system and it will soon be put in operation. The Philadelphia & Reading is putting in telephones on its line between Gettysburg and Harrisburg with a view of using them in block signaling. Telephone communication will be carried on over the telegraph wires. This joint use of the same wire for both telegraph and telephone has been in vogue for some time on the Port Reading branch, also on the Schuylkill & Susquehanna branch.



# The Auxiliary

This Department is intended to serve the same purpose among the wives, mothers, daughters, and sisters of our members that the Order Department serves among our members. The rules at head of Order Department will also apply to this one. Communications for this Division should be in this office not later than the 15th of the month for use in the following month.

## St. Paul, Minn.

"An honor to one is an honor to all," so says our ritual, and when our delegate, Sister Schneider, who represented Como Division at the convention in Boston, brought back the good news that the northwest had been honored with a position on the executive committee and the board of control of our beneficiary association we considered it an honor indeed. We trust that our secretary will prove worthy of the honor so generously bestowed. The report, while not in minute detail as extensive as previous reports brought back to the Division showed a session of continuous labor, consideration, and deep forethought, with practically the same leaders at the helm as heretofore. The good work of the past years will, of course, be continued. Both Sisters Moore and Higgins are to be congratulated upon their successive re-elections to the responsible positions both hold. Worthy indeed must they have been to be placed as leaders by so overwhelming a majority in both cases.

Our Division held its annual picnic at Como Park July 8, and nearly fifty of the members enjoyed the afternoon; a bounteous (al fresco) luncheon such as only the good members of Como Division can provide, and nearly all remained for the band concert in the evening.

The bazaar and Easter sale held in the hall prior to the convention netted a sufficient sum to pay the delegate's expenses to Boston, with a surplus to place in the treasury.

We have discontinued the house socials when a committee of three sisters, usually selected in alphabetical order, entertained at cards, silver teas, musicales, etc. It makes an easy, enjoyable way of raising the necessary funds for a well balanced treasury.

We note with pleasure the reinstatement of several members' husbands who had been let out of the service. How thankful all concerned should be. We trust that the officials of the roads will continue to reconsider their previous decisions and place them all back in honored service again.

Just a word for the Orders here; what a help in character building are they to the members. Compare the railroad man of today with those of twenty years ago. To each one's credit today we see comfortable homes, well educated children, well selected libraries and happiness reigning supreme from the parents down to the "wee

one" quietly slumbering in the cradle. This spirit of brotherly love taught at the altars of the Division rooms indeed permeates the lives of all.

Our own quota of sadness and separation which in many cases is worse than death, is ours to regret, but the promise of the dark clouds rolling by bringing days of former happiness and contentment spurs us on to hope for brighter and happier days to come.

MRS. J. C. McCALL

## Bloomington, Ill.

The correspondent for Juanita Division 66 has not forgotten her duty, but has just been resting this very warm weather and thinking, pondering, over the past few months.

Much has been read in our recent perusals of the Journal of the grand treatment we all received in Boston during the convention in May, but let me just add a few words. Too much cannot be said in praise of all who in any manner were interested in the welfare of the visitors. Hospitality we have all experienced in the different states, even in old Kentucky, but I can say with all the rest, staid, cultured Boston did herself proud. Members of Mascot Division, to you we will always hold the tenderest regard, and fond remembrance will always remain in our hearts for each and every one. It was my pleasure to be with some of the officers on a trip to Harvard and can say you have untiring ladies, and it was quite a pleasure for me to know them socially as officially. The time for parting came all too soon, but we only said, "Until we meet again."

We have been holding regular Division meetings twice a month, although the weather has been very warm. The social club in connection with our Division has disbanded until the fall of the year.

It was our pleasure to have with us the members of Clinton, Ill., Division at a picnic held at Miller Park, this city, not long since. Come again, ladies, the pleasure is ours.

I did not intend to say much in regard to the Boston convention, as so much has been said in previous numbers, but I have changed my mind (a woman's privilege.)

The work put on by Mascot Division at Berkeley Hall was so good and perfect to the eyes of all there the afternoon of Saturday, May 15, that I cannot pass over this event without some few words of praise

from one who enjoyed every bit of the afternoon. In the first place the hall decorations were so very pretty that I believe the committee on same deserve much credit and perhaps will serve again—such is the usual case, is it not? The White City floor work was surely well done, and you can be proud of your team. To the ladies of Division 103 and also the brothers of the same Division of Indianapolis, with whom it was my pleasure to travel, especially the committee, I can only express my sincere appreciation of the many kind and thoughtful privileges extended to me. Again I say thanks, and one of the brightest and shining remembrances of this trip is my thoughts of you. Division 66 appreciates the honor when one of her members was extended the chair of musician at the grand convention, for we always say "An honor to one is an honor to all."

Sister Twomey is enjoying a vacation out in Ft. Worth, Texas.

Sisters, there are only a few of us, so to be successful, each has her share to perform, so do try and attend Division meetings and come with some new or old ideas to keep up the interest, for this organization is past its infancy and now involves many thousands of dollars, so you see it is not a mere social affair as some of us imagine.

Many good letters have been read with much interest lately; also the Ladies' Corner is quite an improvement to the Journal.

MRS. T. B. FOSTER.

### Memphis, Tenn.

Chickasaw Division 195 continues to hold its regular meetings the first and third Tuesdays in each month in spite of the hot weather. We were glad to have Sister D. Cunningham, our esteemed vice-president, with us last meeting after an absence of sixty days from our midst. We had one candidate to initiate and we hope and trust our new sister will be able to meet with us again many times.

Our new quarters in the Italian hall seem to suit everybody, and as it is a very commodious as well as convenient location will prove satisfactory to all concerned.

Our delegate returned home delighted with her trip to Boston, and speaks in the highest terms of praise of the treatment she received while away. Her report was well received and all feel our Division made no mistake in selecting our worthy and esteemed president as our delegate.

The heartfelt sympathy of each member of our Division goes out to Sister Felix J. Wright in the loss of her dearly beloved who passed away recently, and on July 4 her bright and promising son was badly burned by a discharge of fireworks. To the sorely tried mother and daughter, whose grief is yet as fresh as when her

boy was brought home, and to the rest of the stricken family, we believe God will comfort and sustain in their present bereavement.

Our Division is yet in mourning for our guard, Sister F. O. Roberts, whose gentle spirit God claimed as his own and whose mortal remains were laid peacefully away in Elmwood Cemetery by loving and sympathetic sisters of Division 195. Sisters Cunningham and Nelson presided at the interment and our beautiful ritual and burial service was given.

We have raised over \$70 with our "perpetual quarter" and it is still on the rounds in the hands of worthy sisters, all striving to add a neat sum to our treasury.

Sister G. A. Robinson, our worthy secretary, has our sympathy in the sickness of her husband, and everybody hopes soon to hear of his recovery, as he is one of the best O. R. C. men in Memphis.

We are all trying to do the best we can for our Division, and every sister seems to be an enthusiastic worker.

We hope soon to see Sister W. E. Ross, of Greenville, and Sister C. B. Garner, of Vicksburg. Their presence is missed by all.

MRS. V. R. BYRD.

### Jersey Shore, Pa.

On July 3, at Jersey Shore, Pa., Vilas Division 92 was reorganized by Sister Shaffer, of Division 8, Sunbury, Pa., starting out with a charter list of thirty. In the evening we held public installation, which was very well attended by the members of Division 168, O. R. C. After the installation of officers the newly elected president called on the brothers present for addresses. We received many words of encouragement from them and we mean to show them that their confidence in us is not misplaced. We then proceeded to Hotel Dunkle to do justice to ourselves by a fine banquet prepared by our brothers of Division 168, O. R. C.

It is the request of the officers that the members attend as often as possible.

MRS. O. L. HERMAN.

### Downers Grove, Ill.

Aurora Division 97 is getting along nicely. We started the new year full of hope, and all the members are so ambitious to work and help in the good cause, and whatever may come before us.

We have taken in four new members. Each time the ladies have served us a beautiful dinner, which all have enjoyed so much.

Several ladies have entertained us in their homes, which always proves good social times.

Our delegate came back with a fine report which means so much to us all. She also

stated what a good and pleasant time she and her husband had while there. Past Chief Conductor Walters and wife report a pleasant time. I only wish more of us were able to go to the conventions and meet the many good brothers and sisters.

Just now the ladies are planning their annual picnic at River View park. The sisters at Downers Grove are talking of entertaining the ladies some future day.

I want to say a little about our officers; they are doing such good work; our president is perfect, and especially our junior and senior sisters. To see them one would think they had been trained in some military school the way they step around and do their work. We are having a little fun with one of the sisters; several times she has been asked to take different parts and she always refuses because she had forgotten her eye glasses.

With all this pleasure and good times some of our members have had deep sorrow. The wife of our Past Chief Conductor White passed away after a long and patient sickness. Many of the sisters will remember meeting Mrs. White at the different conventions. Then Conductor Downey, of Aurora, passed away very suddenly—so sad. Many others have been at the hospital. Just now Brother Flinn is very sick at his home. **MRS. F. B. KEISER.**

### Colorado Springs, Colo.

It has been nearly six months since this Auxiliary has been heard from through the CONDUCTOR. We have an efficient corps of officers, but they forget to attend meetings.

We gave our annual Easter Monday hop and it was a financial success.

We sent Mrs. Sarah Hurley as delegate to Boston; she came back loud in her praises of how she was treated and gave a lengthy report of the work done; it surely was a success and will prove beneficial to our small Division at least.

We have moved twice this year is one reason so many forget to come—the meeting day was changed twice. After this warm weather is over every one will do better—so many of our members go away for the summer.

All visitors who are in this town are cordially invited to come and meet with us; we will do our best to show how good Colorado people can do the work.

**MRS. A. T. BAXTER.**

### Bangor, Me.

Never having seen any communication from Mt. Katahdin Division 225, Bangor, Me., will try my hand at it. We now have forty-two members, having taken in six new ones this present year; hope to increase our number still more before the close of it.

We sent our president as delegate to Boston, and she gave us a fine report of the convention at our June meeting, which was held in Waterville, Me. Quite a goodly number went from here and from our sister city of Brewer—we added one new sister at the same time. We are always glad to have others join us; don't want all the good things ourselves.

We have a Club in connection with our Division, which meets every two weeks for a social time, each member paying five cents. We have quite a sum collected which we use for charitable purposes, etc. July 15 we met in Searsport with Sisters and Brothers Burr and Whittier, who furnished hot boiled clams and coffee, and we had a picnic dinner on the lawn; all had a fine time with the exception of one of our sisters who was taken sick, but nothing of a serious nature. Some of the sisters took a ride through the village; it is a beautiful place, the buildings are well kept and the lawns are fine; many old-fashioned flowers, and beautiful trees, and last but not least one gets whiffs from "Old Ocean."

**MRS. H. C. BEAN.**

### Tamaqua, Pa.

Three months have again rolled around and I have failed to write to the CONDUCTOR. Division 196 is getting along nicely. The sisters are loyal to their Division and we have a good attendance through the warm weather.

We sent our de'egate to Boston to the convention, who returned with a good report and we think Boston Division cannot be too highly praised for the kindness and the good time given to the delegates and visitors. We expect to have our district deputy, Sister Shaffer, of Sunbury, with us at our next meeting.

We are contemplating holding a big reunion of all the railroad divisions and their families on August 26 at Manilla Grove, and a good time is expected.

We would be glad to welcome any sister to our rooms whenever they are in town on our meeting day.

**MRS. T. W. MUIRER.**

### Minneapolis, Minn.

"Cheerily, pilgrim, take the road,  
God shall help thee to carry the load."

With the return of the hot Minnesota weather, though gladly welcomed, the attendance at meetings of Flour City Division 101, of Minneapolis, have diminished some, though not enough but that we have been able to keep to our regular schedule. The meetings during the spring were well attended, each member deriving much happiness therefrom. These meetings were regulated by card parties that we might

meet and exchange social obligations and incidentally give aid financially to our treasury.

Our delegate returned from the convention enthusiastic in her applause for the hospitality of the ladies in the Boston Auxiliaries and delighted in her renewed acquaintances with many sisters in whom we are always interested and praises for the admirable work of the grand officers in their respective stations. Her official report was given and much enjoyed and we all felt that we had had an active part in the convention's proceedings and intend to further the interests of the Order by our own efforts in our daily lives.

is sincere in its regrets that it loses two of its earnest workers, Sister Wilson who with her family has moved to Alta Loma, Texas, and Sister Benjamin with her family to Seattle, Washington. Though our circle continues to widen, we will always have places in it to welcome these sisters back to us.

Death has removed Sister Lettie Higbee from our midst, a charter member, a faithful worker and an earnest exponent of the principles of our obligations. Under this sacred crisis in experience, our hearts and Order are hushed under the shadow of this fresh grief. In our sorrow her spirit communes with us, "In my Father's house



ANNUAL REUNION OF DIVISIONS 220, 188, 200, NEW HAVEN, CONN.

Top row, left to right—Sisters Hanaford 220, Rowe 220, Rockett 220, Hutchinson 200, Perkins 220, Sinclair 220, Wall 220, Newton 220, Packard 220, Whalen 188, Slason 220, Munson 220.  
 Second row—Sisters McKenzie 188, Mason 220, McGuire 188, McDonough 188, McGill 220, Ross 220, Horn 200, Bunce 220, Wemett 188, Post 200, Macfarlane 220.  
 Front row, seated—Sisters Flanigan 220, Keeton 200, Lockwood 200, Proseus 200, Campbell 200, Sister Vincent 200, and daughter.

We have had a few changes in our Order, Sister Hare was elected and installed to fill the place of Sister Miles on the Executive Committee, as the health of the latter will not allow her to continue with her necessary duties. Sister Maxwell is ill but the thoughts of the ladies are with her and we all hope to welcome her again in the lodge room. We are glad to report that the older boy of Sister Carr, who has undergone a successful operation, is much better and soon will be able to join the ranks of the workers. Flour City Division

are many mansions; if it were not so, I would have told you, I go to prepare a place for you, that where I am there ye may be also." With such belief, we feel that the clinging vines of our lives, which entwine around the broken pillar of her life, are strengthened by the contact with her spirit exemplified in her loving earthly deeds which testifies her perfect character and we are brightened by the memories we cherish of this noble woman. All her life she had practiced the precept of charity, showing to us her faith in man-

kind. By her thoughtful directing the tired and wayward feet, and by her ever cheerful willingness to assume and lighten the burdens of those with whom she lived, we are shown the truth of her great and simple heart. The harmony of such a life knew no discords and through such a hope may we live in closer earthly friendship so that she who has gone before to prepare the way for us in the charity of her heart may greet us there and "when we are called from this life we may all join hands together in the better world."

We are convinced that our lives are the fresher and greener for our association with such a flower in the Heavenly field and her loving inspiration calls us to a higher moral and spiritual life and her holiness fills us with a new hope and more earnest purpose in preparation, for

"There is a world above  
Where parting is unknown,  
A whole eternity of love  
And blessedness alone;  
And faith beholds the dying here  
Translated to that happier sphere."

MRS. GEORGE E. CARROLL.

### Cleveland, Ohio.

As it has been a long time since Division I has been heard from I will try to inform the readers of the CONDUCTOR that we are still in the land of the living. We had our election of officers in December, and it was my lot to be the correspondent. So here goes for some news. On March 11 we celebrated our seventeenth anniversary; we had refreshments and had our pictures taken. Some one put them in the CONDUCTOR, but they do not do us credit; says we are a "group of stars," but I can't see it; your humble servant is the first one in the second row, from left to right. We have taken in two or three new members up to date—some come to meeting, some do not.

Since our last letter to the CONDUCTOR we have lost some of our best members. Some of the brothers have "gone over the river" and made their last runs, as we all will some day. Sister Murphy has lost her son; she has our sympathy, and may God bless her and keep her, as He alone can do.

We meet at the same old stand, and the latch string is on the outside, so when you come to our city be sure to call on us; sisters are welcome at all times. We have no meetings this month. I think like Sister Shipp about not having meetings—the members lose interest.

We are glad to learn that Sister Moore, Grand President, went back to her post again. She has a work before her that all cannot do.

Some of our sisters have been on the sick list, but we hope all will soon be out

again and get busy for the fall work that is before us—they talk of giving a bazaar soon. So let all the sisters come out and each try to do her part so that when we have our school we will not be found wanting; we are No. 1 and we ought to be first in all our work.

In closing, let me remind one and all to remember our motto, Charity, Truth, Friendship, and the greatest of these is Charity. Let us always do unto others as we wish to be done by, then how much sunshine we might all have. God grant that they may all live to promote the welfare of one and all, is the wish of the writer. To all sisters and brothers in this broad land I extend my best wishes and may God bless you all.

MRS. J. H. ARCHER.

### McKees Rocks, Pa.

Tell me why Division 96 has no letters in the Journal. Our scribe says she has written several but they have not been printed. [Nothing received since the letter published in March.—Ed.]

I would like the sisters of the Divisions of the O. R. C. to know that Sister G. C. Beatty died and left a baby girl six weeks old. Her husband and family have our sympathies.

Our boys lost their trainmaster and brother, E. Reese. His wife is a sister, belonging to Division 104. She also has our sympathies.

Our delegate returned from the convention with a good report and the remembrance of a grand time. Boston is the city.

Sister J. Christy sails on the 21st for old England. We wish her a pleasant journey and safe return.

Sisters, do not criticise or want to know who it is.

A KICKER.

### Ft. Worth, Texas.

Tygar Division 106 is steadily improving. A gradual growth has been ours, and constant membership. Our delegate brought us a fine report of the Grand Division held in Boston, and on the return of our Grand Vice-President, Mrs. A. F. Conlisk, she added to our delegate a pleasing tribute, as Sister Conlisk was so royally entertained by the friends of her girlhood home, Boston, which meant more to us on her return than before the convention. She kindly sent the Boston daily papers to us, and as she was termed the sunshine of the Grand Division, we were much pleased with the compliment, but if the sisters were here assembled just now with the temperature at 106, they could appreciate a little shadow, eh? She gave us a complete description of the kindness and general work while in attendance in Grand Division. Our Division served refreshments and we, too, had an enjoyable afternoon, after which our

president presented our Grand Vice-President with a handsome leather rocking chair, in behalf of Division 106.

Sister Conlisk wishes the sister who gave her a ritual at the Grand Division to communicate with her regarding same.

A number of our sisters are away on account of the hot weather and some few, I am pleased to say, brave the sun's hot beams and come to Division regularly.

I hope Sister McCall, of St. Paul, has not forgotten me. I often think of our "busy time" during convention eight years ago.

Our next meeting will be "children's day" for our Division, especially for those who have lost their mother or father. Every sister is expected to come and bring her children, even though they have children too, and a merry time is anticipated.

May happiness and peace be with you sisters and brothers for all time.

NADA INGRAHAM.

### Jamaica, L. I.

Queensborough Division was organized April 29, 1909, by Mrs. Hutchinson at Jamaica, L. I. It being one of those beautiful spring days, snowing all morning and turning to rain in the afternoon, did not daunt the courage of the good sisters, who came to help Sister Hutchinson in her work of organizing the new Division, many coming from their homes in Connecticut, Weehawken and Manhattan. After we had passed through the beautiful and impressive initiatory ceremony we elected our officers for the coming year, electing Mrs. G. D. Olin, Amagansett, L. I., president, Mrs. J. K. Bennett, Jamaica, vice-president, Mrs. J. T. McNamara, secretary and treasurer. We are learning our floor work, and although "practice makes perfect," we think we are doing fine work—for beginners.

We have admitted two new members since we organized and expect to admit three more at our next meeting.

Come, brother conductors, urge your wives to become members of Division 251 and see what jolly times we all may have together.

We were very sorry to hear of the death of Sister Lane's mother, and we extend to her our deepest sympathy.

MRS. A. C. BUTTERFIELD.

### Moberly, Mo.

Wabash Division 201, although not noticeable in the Journal, is very much alive and doing well. Our officers were installed at the proper time and then we all had an oyster treat at one of our best cafes. Our delegate returned from the convention with cheering news and said she was proud she was a member of the Auxiliary, as they were splendidly entertained in Boston.

Our good president heads our corps of officers and is always in her place, willing to do her part.

We had a benefit for our treasury at our "Bijou" (our picture show) and made a nice sum last month.

Last meeting we had three initiations. After meeting we went to one of our best drug stores and had ice cream and cake in honor of our new sisters, which we all enjoyed.

We have several petitions out which we will be glad to welcome in our Auxiliary in the near future.

We are to have a picnic for our members and their children out at Forest Park next Wednesday. We are all anticipating a good time.

Sister Hunter has been sick, but am glad to see her out again.

Now, sisters, who do not attending meetings, come out; we need you, every one. Your president and her officers can not do the work without your assistance.

We extend a cordial invitation to all sisters who come our way to visit our Division.

MRS. J. P. SHIELDS.

### Battle Creek, Mich.

It is altogether too warm to try to collect one's thoughts, but as three months have again flown and it is time for me to herald the doings of Battle Creek Division 230, I must put aside my longing for an idle afternoon and listen to the voice of duty.

We have been doing well these sultry summer months. Our meetings have been interesting and well attended, considering the large number of sisters away on their vacations. At our last meeting we were glad to welcome our past president, Sister Greyson, of South Bend.

As I sit here thinking of the sisters belonging to Division 230 I believe they make up as congenial and co-operative a Division as you will find. The truth of the old proverb, "In union there is strength" is nowhere better illustrated than in an auxiliary. If we would only bear in mind that "little acts of kindness, little words of love" would make a chain whose links would bind us together with the strong bands of friendship that would make it possible for us to speak words of comfort and cheer in time of trouble and to help our sisters to see the silver lining of every dark cloud.

With sorrow we mention the deaths of Brother and Sister Wadsworth's little son and Sister Switzer's brother. Our sympathy goes out to them in their sorrow.

On July 28 we held our fourth annual picnic at Lake Goguac. Although the elements seemed unfavorable for the event that we had anticipated for some time we did not permit this to spoil our pleasure,

for about thirty-five gathered at the "White Stand," where they were sheltered from the storm and tables were spread from well-filled baskets. All declared they had a jolly good time.

We are looking forward to giving an ice cream social in the near future and we expect the proceeds will swell our treasury considerably. **MRS. H. G. WALWORTH.**

### Knoxville, Tenn.

My little scrap of news is so small that I feel loath to count it as news at all, but still there comes the thought that it is my duty to do the best I can.

Again our hearts are made to feel sad over the loss of one of our dear sisters (Mrs. J. A. Line) who was so full of life and always so willing to help in any way. She was snatched from us so unexpectedly that we could hardly believe it, even though we saw and knew it to be so.

We are also sorry to learn that Mrs. T. J. Thomas is in such poor health, and certainly hope to see her well in the near future.

We are so glad to see our president, Mrs. Larue, at her post again, but right here let us give the sisters a little note of warning: If any of you sisters should contemplate a trip to California be sure to take your sun bonnet along. We feel sure our dear president failed to take said bonnet along, for she is now kept busy telling why she is just a little tanned.

Since our last letter a little conductor has arrived at the home of Brother and Sister O. E. Chesney.

To our out-of-town members we extend our greeting, and hope that when they are in town they will not forget us. Try to arrange your plans so as to be here the first and third Wednesday in each month at 2:30 p. m. **MRS. L. M. BELEW.**

### New London, Conn.

So much has transpired since extracts from my last letter came out that I really hope this may see print. The year has indeed been a busy one, and in the main a joyous one, but life's solemn, disciplining experiences have not been wanting. The shadow of bereavement has repeatedly fallen upon homes of those connected with some member of the Order, the last two so afflicted being Sister Scanlan who lost her father, and Sister Carlisle a cherished brother. Much sympathy goes out to them in their sorrow. Sickness has been in many of our homes also. At this writing our president, Sister Newell, is having a serious throat trouble, but hope she may escape the operation. Our secretary, Sister Rogers, is just up from an operation and doing business at the old stand once more, am pleased to relate.

Our whists have given way to picnics during the hot weather, Sister Newell having the last on June 17 (Bunker Hill day in Massachusetts), and a very pretty affair it was, the house being decorated with flags and red, white and blue crepe paper. A patriotic post card, souvenir of the occasion was placed at each plate, and a delicious lunch served, with prizes and a toast from Sister Ryder brought the Bunker Hill whist to a close. Three cheers to our president and to Brother Newell, the conductors' chief. We celebrated our second birthday anniversary on April 27. Visitors from Boston, Worcester, Providence, New Haven, and New York were with us to assist us with our work. A cut glass bowl was sold on chances, and Sister Masse having the lucky number drawn on her list, and going to a popular young clerk of this city. Our junior sister, Sister Noon, celebrated her anniversary also at this time. She was presented with an Auxiliary Fern. May it prove worthy of the name it bears and live to remind her in the years to come of those good old days when we were young and as green as the color it wears. Congratulations to Sister Niles who has a daughter, but had to hand over her son to secure the prize. May long life and much happiness attend them is the wish of us all.

Well, the grand convention is a thing of the past. Sister Joseph was our delegate and was given a rising vote of thanks for her excellent report. Many of the sisters attended at some time during the session, and report it "as the time of their life." I'll venture that any who met with a sister from Harbor Division 250 won't forget her very soon.

Brother Joseph has returned from his duties as representative for the Elks at Los Angeles. Before his departure he invited Harbor Division 250 to proceed in a bunch and surprise Sister Joseph upon their tenth anniversary. We needed but one invitation, and with tin horns and all kinds of tin utensils we marched in upon our past president to find her making her wardrobe, as she had caught on, to use a slang phrase. Sister Ryder was on hand with a bouquet, also an agate loving cup for Brother Joseph, which has to be seen to be appreciated. An elaborate spread brought the evening to a close, each one wishing Brother and Sister Joseph many anniversaries to come. We have added six new members to our happy band, such as help us to carry on the good work with a willing hand and a ready will—all their own.

"No unkind judgments would e'er be heard,  
O, happy the man whose ceaseless prayer  
Is to give and find love everywhere,  
Whose wishes, aims and impulses move  
At one with God and that God Love."

**MRS. E. H. JACKSON.**

# The Order

This Department is a Forum in which the members can discuss matters of interest to our Order and its members. The editor does not assume responsibility for the ideas expressed by the correspondents to this Department. Personalities, intolerant expressions, detailed descriptions of entertainments or funerals, lists of committees, and matters of purely local interest can not be used. News and communications upon matters of general interest are cordially invited. Write on one side of paper only. No communication will appear unless the name of the author is furnished us. Communications for this Department should be in this office not later than the 15th of the month for use in the following month.

## Ask Better Service From Railroad Men

The press is making the peoples protest against the records of preventable accidents as made in the Interstate Commerce Commission's report. The Chicago Record-Herald of May 30 contained an article from its New York correspondent, under the above caption. In part he says:

"There is a determined effort on the part of the managements of American railways to eliminate the casualties that are recorded as preventable by the commission, and they are going to demand a more efficient service from the employee to make travel safer.

"They hope this reform can be brought about by closer application of the man in the work, by educating the men to greater diligence in applying the rules of service, and conforming strictly to the integrity of instructions.

"If this can not be secured, they will get more efficient service by means independent of the railway organizations, but they base their hopes for this reform in the integrity of the intelligent majority educating their men to greater efficiency."

To the average conductor this may seem unreasonable that he should bear the burden of the reform, but absolute reform is inevitably necessary; the appalling conditions of preventable accidents are more upon the shoulders of the Order of Railway Conductors than any organization in the field, as the conductor is the man absolutely in charge. The situation is a national one, not confined to individual responsibilities, but to the conductors' organization in its full collective sense.

We have much to gain from the movement of reform, and we *must educate ourselves to meet this national evil*. No matter what your wish may be in the future work as a conductor, there is your natural birthright to govern the work, and the work must show clear from preventable accidents. Our future should not permit of an indifference to the evils of poor service. Our organization will strengthen itself wonderfully when poor service is as much a bar to membership as the lack of time and in principle—they both appeal to us from the same disqualifications. The conductor whose service is intelligently ordered, is constantly preparing himself for the highest demands of his work; and in doing his

work intelligently in conformance with governing rules he thereby is fitting himself in advance for just such demands as the public now places upon his shoulders.

If we are conductors in all the word implies, we are equal to this national disgrace, and will so educate our working forces to meet the full toll the public will exact, if it goes that far, as it has in the investigations in other directions in railway affairs.

If the men were unexpectedly called before court tomorrow, and were to be grilled on the knowledge of state laws governing our work, what would result? You know full well.

I consider the railway more responsible for any lack of training in the men, as the service makes no calls upon us for familiarity with the rule in a full disciplinary sense after the first official examination. Following that we are accepted as always maintaining that knowledge in face of new conditions constantly coming up. Men become rusty and careless in just such proportion as the officers become negligent.

Reprimands and letters of disapproval are weak with the insubordinate man. The question of one million people injured and killed in twenty years is that serious that public investigation will in time make radical changes in the man in the work.

The conductors on American railways are duty bound to eliminate that cause by exacting full conformance to the rule. The public has become speed crazy and hero worshipping anything that can break the speed record, thereby encouraging reckless, casualty-creating speed, and quick runs from the engineer, when the train sheet proves that rules and laws have often been disobeyed. The dispatching forces to gain or retrieve a point, will encourage the very evil from which many of the casualties result.

Common sense will prevail, but not until the public becomes cognizant of the fact that casualty elimination lays in the hands of the man in charge, the same as it does in the marine service.

There can not be two heads running one train, as exists today, with the silly privilege to tell on each other to create discipline. There must be one head absolutely in charge, and that condition is very near

a settlement. The conductor is one of two things, either a cipher in the service, or an absolute necessity. If the latter, he is insultingly underpaid and shorn of his governing powers; in the former case he is but a clerk to the engineer, with but little authority.

This condition must be remedied now. If the public protests the casualty of today or of the past, the conductors' organization will prove that the brain and sinew of the movements of trains, lies absolutely under their government.

We are willing to go before the public and demonstrate that point. This protest from the public and the cry from the railway for more efficient service, but places the conductor in his natural position, and full and equal if not excess compensation will result; but casualties will continue as long as his authority is in the shape it now stands. We want equal pay for responsibilities that govern the work and fully govern the engineer. Too many follow the lines of the least resistance. The management consider traffic results more than they do the safety of all concerned or the discipline would be on par with the marine service. Internal workings will ever be fraught with casualty until there is an absolute obedience to the governing head of each and every train, just as the navy exacts full discipline for the slightest infraction on the code of rules and marine law.

The lack of proper discipline is largely the cause of many of the casualties that occur from time to time.

The half-hearted manner that trains are sometimes conducted over a division of railway, proves that the force of true discipline is often absent.

There are departments in life where the knowledge and activities demand a great centralized supervision, and the conductor of trains has one of them. If he relaxes from the full obligation, he impairs the totality of his achievements. There is one thing conductors should bear in mind, that the price paid in relaxing from duty's full enforcement, is the casualty. No matter how much our fellows dodge the issues, or how leniently we drift through the work, our lack of religious conformance to the rules multiplies in bad results. If not with us individually, the influences of our slipping through with reckless ease creates an assimilation that diseases the entire service by those who try the short cut to results and fail.

We are divided into classes of more or less differences in skill and differences of aim. On the records the footprints of careless work are easily trailed by the fellowship environing us, and we are never without certain characteristics discernable to the official eye—that is their business to watch the marks of achievement

and neglect. We are accused by this Record-Herald correspondent of lending no educational value to the fellowship of our organizations. The fundamental teaching we give our newly installed members, should be the guide to his future career as a conductor. That obligation should be so instilled and rooted in his memory that eternal vigilance would ever be his aim as a conductor. Yet, it is taken too lightly, as the service is diseased from the officers down, and he accepts it as ceremonial in the degrees that are regarded more socially than business like.

The traditions of the organization will wither before the forces of an aroused civic conscience, there is no friendship in business when the public calls for reform, senior rulings are as doomed to total obliteration as the mists before a morning sun. The age is one predominated by the young man who rides rough shod over the sentiment of the fathers. The progressive spirit of the times is not even first cousin to sentiment. It is decidedly an era for the survival of the fittest, and the man with the ideas and the nerve to trample down the old man's tradition is going to win. It is hard and cruel as it lacks sentiment and feeling, but to be otherwise is to fail.

The young man of today must learn one thing well: *That some day, merit alone will rule the earth.* Railways must have their presidents and their section men. There are big and little tasks, offices of direction and of obedience. You and I with our officers fit generally just where we are the most efficient, when we are fitted into the wrong place the casualty occurs to demonstrate that point.

Herbert Kaufman says: "Nature doesn't cast from molds, she is an artist. She never repeats herself; she doesn't produce two things exactly alike. Her trees never bear the same number of leaves; her plants never grow two pieces of fruit that exactly match. Being a very prolific and resourceful person, she puts a dab of individuality into everything she creates, especially man."

Opportunities are equal, but the ability to grasp them, the mentality to appreciate them, the strength to develop them, vary with the individual."

With all the revolutionary conditions before the railway conductor, his position is assured of that strength that supports full authority. While his responsibilities are sure to become greater, the O. R. C. is composed of the material that will take that responsibility and win. Men are not judged by their arts of speech, as many believe when they watch the progress of individuals, as all the arts are forms of speech, but that which is the most sacred and secret in the man is given to the world in his work.

In forming the analysis of the casualty causes, we find the largest per cent are classed by the commission as preventable; this places a moral obligation on the railway organizations in the rigid adherence to the rules. The civic conscience being aroused from the horrible figures recording the casualties for ten years has brought out the public sentiment through its press in decided protest, and we stand accused by that sentiment until we demonstrate that we are not indifferent to the public well-being.

There are thousands upon thousands of lives saved and protected by the vigilance of railway employees every day, but unfortunately the public knows nothing of this unwritten history, but the railway organization is saddled with the shortcomings of irresponsibles, due largely to the sentimental relations of fellowship. But can you as representative of your organization afford to bring the whole to the level of the few? Or create conditions where the irresponsible must carry the cross of his own irresponsibility?

You know, I know, that we are governed too much by sentiment to do the situation full justice. If we have no educational work for the uplift of the member intellectually, let us make it so educational that we will represent thorough training with efficiency.

If the crusade once starts for national investigation of the man and his knowledge of the rules, there will be a revolution in the ranks of all railways and their employees. We are none too well posted on the laws governing the working conditions in the book of rules; some will never be able to understand them and never have, others are negligent and do not care under the leniency of some local officials.

If the casualties of the railroads are modified, it will be when errors are prevented, instead of being reported after having been done. That condition creates a lack of discipline that cannot be fully overcome.

Each and every conductor should give this important condition his full and loyal attention.

Eternal vigilance and the full application of the rules, is the only sane way to eliminate the accidents upon the railways.

The conductors today are facing one of the most important epochs of their calling, as the civic conscience is aroused, the press is teeming with protest against the civic ill on the railways of this country.

When you follow the figures from the statistical report of the interstate commerce commission, we have the following, with forty per cent preventable:

From June, 1897, for the full decade ending in 1906. Total number injured on American railways, 634,976. Total number of deaths, 85,534. Grand total, 720,510.

Divided as follows:

Passengers injured .....	63,544
Passengers killed .....	3,250
Employees injured .....	496,742
Employees killed .....	28,583
Others injured .....	74,690
Others killed .....	53,701
Total .....	720,510

Compared with the estimated casualty of the Civil War, the total number of federal troops in the war, as reported by the adjutant general's office, was 2,772,448. The number of enlistments was 2,898,304. By reductions to a three years' basis, the number was 1,556,678. The number who served in the confederate army was 1,234,000. The losses in the Union army of killed and wounded were 385,245, while it was estimated that 94,000 were killed in the confederate army.

The ratio of the killed and wounded in the railway accidents of this country is appalling in the comparison.

That the obligation is on the civic conscience is evident from the spirit of the press. That the public looks forward determinedly for speedy modification of these horrible figures, places all men in the active duties of train movements in the foreground for some active solution for the cause.

That the Order of Railway Conductors are alert to this national ill, makes it one of the duties we owe the public that we are with the movement; and the conductor in charge must be strengthened with absolute and lasting authority out on the line where insubordinate action is often committed by ignoring the rules or the wilful neglect of specific duty.

The Railway Age Gazette of April 30, 1909, contains an article from the pen of Mr. J. O. Fagan, "The Railway, the Man, and the Accident." He acknowledges that external authority is inadequate to reach the man until after the accident has occurred, hence it points to reform through the absolute and direct government of the man in charge, that is on the ground with authority that is immediately applicable to the issue. If this is brought out as an established condition, the inclination toward insubordinate action will be modified with the knowledge that to take the chance will result in correction.

But the custom that telling on brother employees will create discipline has many unpleasant points to it. The average man is not a tattler, and it is hard to divide between petty tattling and the giving out of legitimate information that improves the service.

Our best men abhor this practice, they resent the necessity of having external authority as the only method of correcting evils. Time and time again the writer of

this essay has been told, "you have the privilege to report," and as far as I can see that is the lowest grade of authority and has the limitations of dangerous conditions. If the conductors in charge of the trains of this country are the ones to administer this uplift for the safety of the public, then he is underpaid, and the insubordinate man measures his importance to the service in just such ratio as he is paid with the other men.

The profits of our labor is not money, but in the character we create in the duties we are subject to.

But that kind of philosophy is lost upon the man who is insubordinate. The railway must come to the conductor of the future for the solution of this problem. There is no one else in the movement that can be as able to reach the required result as he can. The conductor of the future has the making of history for the railways, he will be found as fully in touch with its intricate details as he has always been, but you will have to give him his birthright, full and equal compensation for the work in charge, and the absolute authority on the grounds. He will be willing to eliminate the custom of chances and will do so. The public is largely an indirect contributor to the casualty list by the cry for excessive speeds in all grades of traffic—we are too much in a hurry to be safe.

When trains run faster than men think, then something gets away, and we have the casualty. There are no absolute safe trains running on our highest schedules as there is always the unexpected to be encountered, all high speed trains can pass safely over their route, when they have only regular and customary stops and spurts, but the emergency stop, the farmer with a load of logs on the public highway, the rounding the curve onto some unforeseen obstacle has no possible features of safety, as the braking facilities, while perfected to much greater efficiency than they were, are yet below the standard in efficiency when compared with the increased schedules on the flyer of today. The high speed brake will stop its train in *just such proportion as the speed will permit*.

The Railway Age for the date of February 26, 1909, has an article from Conductor Bob Cairncross, of the Gulf-Santa Fe. All conductors should read this article. It treats very forcibly with the problem of rules and our lack of full knowledge in their ultimate purpose. He favors us with splendid suggestions, one in particular, i. e.: the lack of familiarity with the rules, as one of the greatest causes for casualty, in the uphill work of railways.

That we, many of us, have a lack of thorough knowledge in the rules and the ultimate purpose of them, is absolutely

true. Our examinations have proven in a way, failures, from the fact that the presiding officer sometimes allows sentiment to govern. In fact, he often does. And in so doing passes men that are decidedly unfamiliar with the basic principles of his own government.

While J. O. Fagan, in the "Confessions of a Signaller," seems to be confessing for someone but himself, and therefore is unfair, yet all men will profit in following the man through his work. He is often right, often inconsistent, but the right level can be secured if perused. Get it and it will make you think.

The epoch is on, brother conductor. You will meet with all that the calling calls for in this public crusade for casualty elimination. If you have been a weak one, the public will fasten obligations on you that will force you down and out. If you have governed in the spirit of what a conductor's duties are, then you will be fortified with the strength of public approbation that will make your duties less arduous and finally equally compensated.

There is a tendency to follow the lines of least resistance; if you are a conductor of the modern type you will exercise just the full quota of authority that is fitting to the needs of your office as a conductor. There is no middle ground on the railways where we can afford to give up or relinquish one point with another on the same work.

Cairncross suggests that we form a system of rule education and put it in such condition as will put the expert and the careless man on the same level of examination by forming the questions into lots of ten, placed in such matter that none know what questions from the book of rules he will draw, and if the party drawing the rules fails, make him answer ten additional ones each time he fails; and if the man examined can't meet the issue, pull him out of service until he familiarizes himself with the rules thoroughly and with credit to himself and the service of which he may be a part.

The scheme will completely eliminate the practice of a certain few being the interpreting faculty of the system.

I believe the conductor, as a faculty in the uplift of the casualty elimination, will be the predominating force in this work. His line of work places him in that position naturally. And his individuality must be the father of the cause. There is no dodging this issue, it stands most prominently written on the wall for his guidance. While some may carelessly ignore the sign of the times, the wise conductor will put himself fully in touch with every intricate detail in the science of rules and place his future possibilities on the right page of the ledger.

E. W. HORTON.

**Buffalo, N. Y.**

Brother Hasey's reply to the article on "Ticket Collectors," that had its birth in the "R. A. G.," and has been copied by other publications through the west, is a very able answer to that article. The pity of it is in the fact that his reply—if printed in the CONDUCTOR only—will not reach the public who read that article in both the public press and R. A. G. Why not ask those publishers to print the other side of the story? I have no doubt but what they would do it.

There is one sentiment in his letter, one that appears to prevail with many conductors where "collectors" are used, that I have never agreed with, and that is in placing one or more of those "helpers" on our trains, for the purpose of taking care of the revenue and of the work, our management is discrediting our honesty. While I have never come in contact with one of those gents, never was on a train where one of them was working, I still believe they are simply as helpers, and nothing else.

Any man that has run a passenger train any length of time, knows very well that it is physically impossible for him to perform all the duties prescribed for him on many of the trains he is called on to run, performing those duties as it is expected he will perform them. We all know that a conductor should get all the revenue there is coming to him. This is one very important feature of his various duties, but not the only one, by any means. He has other duties to divide his time with, one of which is of even greater importance than the collection of "revenue." That is to provide, so far as human agency can provide, for the absolute safety of his passengers—the company's patrons.

Any general manager will tell you that he would greatly prefer to lose the entire revenue of a train, to having one passenger injured as the result of an accident. For the former you would be readily excused, if you could show that it prevented the latter.

Another duty, of less importance, though one well worth our attention, is looking after the comfort of the people we have in our care. Ordinarily, this part of the work is turned over to the brakemen, as we have but little time to devote to it. How well the average "brakie" performs that duty is a matter of opinion.

There remains still another duty, one closely allied to the one last mentioned, but of much broader scope, and very essential for our consideration, and that is catering to the good will of our patrons. Any one that was present at the reception given us by the brothers in Boston, and heard what Mr. Lucius Tuttle, president of the B. & M., had to say about the part the

conductors played in the success of a railroad, most especially as regards obtaining and retaining the good will of its patrons, will require no further hint that this particular duty is well worth our consideration.

As Mr. Tuttle very aptly said, "The conductor has far more to do with the financial success of a railroad than either the general manager or president, as he comes in direct contact with its patrons, and according to the degree of good will retained by these patrons, through the conductor, is the success of the road measured."

Now then: It is not to be supposed that our managers are not thoroughly familiar with all that is expected of their conductors. Neither is it to be supposed that they are so lacking in intelligence that they do not know pretty nearly where physical ability to perform all that is required reaches its limit.

They know as well as we do—whether they admit it or not, does not change the facts in the case—that there has been many expensive accidents, many resulting in the loss of life and limb, and for no other reason than that the conductor had not had the time necessary to perform all that was expected of him. They also know—and so do we—that it is no very unusual thing for the most diligent and careful conductor to miss a few fares. Any conductor of experience knows how easy that is. Any how, he does not have to miss more than one or two, to pay two or three days' wages of a "helper."

The ticket collector has nothing on his mind but the collection of his fares. He does not have to get out in the midst of his work, either to sign orders or to help people off or on. He has no care of any kind on his mind, except the one thing, and to say the least, without casting any reflection on either the honesty or the ability of the conductor, it is but logical to suppose he will perform that one duty with a greater degree of success than the man possibly can that has so much more to look after.

That we have a few dishonest conductors in our ranks may not be denied, but that is no more reflection upon us as a body, than does the dishonest bank president cast reflection (disgrace) on that class of men taken as a body. I have not noticed any of those gentlemen hanging their heads in shame, on account of the fact that several of their cult are serving time in state prisons. Neither should they.

I think the brothers that are raising such a cry against the "ticket collector," attributing the reason for their employment as being the supposed dishonesty of our conductors, thereby—as they think—casting a reflection upon our honesty, are making a serious mistake. I think it is just that kind of talk, emanating in our own ranks, that

inspires just such articles that has called out the very able letter in reply. I fully agree with Brother Hasey in the thought that it was not authorized by any railroad official.

However, I will go a little further than he does by saying that I do not believe any operating official ever placed a ticket collector on train because he thought his conductors were dishonest. I will also add, that I don't think we have any grievance on that account, so long as it does not result in a cut in our pay. A. V. NEWTON.

### Jacksonville, Fla.

It was my intention while in Boston to sit right down when I reached home and send a letter to the CONDUCTOR, telling of my trip, etc., but after getting home, and of course having to tell every one I met all about it, I decided that I had better wait a few days at least, for after a two weeks' "political campaign" one is not as liable to stick as closely to the truth as if he had been attending a C. E. Association meeting, and I am particularly honest in most things, and to further strengthen my claims for veracity, am more particular about what I write than what I say. I often think of this when I see an account of some fellow's ardent love epistles being read in some court of justice and can but sympathize with him when he realizes too late that what caused his trouble was not what he said, but what he wrote.

After getting home and thinking over the situation, I am convinced that all talk of reducing the membership of the Grand Division is useless and a waste of time. There are two reasons that will forever defeat it, and one of them is that the membership at large will always be opposed to it, and the other is, it is not necessary. After watching the workings of the Thirty-second Session, I am convinced that what we need is only to keep a presiding officer in the chair who can, in as short a time as possible, find the men who have something to say when they are recognized, and if the members would only think of this and keep their seats, unless his talk was of some value, the sessions could, and would, be shortened considerably. No one who had anything to say of interest to the Grand Division or the membership at large was not, I think, prevented from saying it at Boston, and so far as I could see fully one-half of the time was taken up in talk, ranging from the sublime to the ridiculous; still this is what makes or constitutes the sessions of the Grand Division and what each of us pay \$2.00 per year for, and for that small amount we get ample returns, so I say, let the Order grow until we have 1,500 delegates and the sessions of the Grand Division will not be much longer.

Now, as to the trip to Boston, our enter-

tainment, etc. Speaking for myself, I enjoyed every minute of my stay in the city. When it was raining and cold I put on my overcoat and visited "Paul Jones" instead of Paul Revere, and when it was bright and warm I loosened up and took in the soda fountains and elevated railway, etc., my official badge giving me entrance into many places, and my cheek and money taking me into many more; and as I handed out a Jacksonville button, badge, or alligator, with the invitation to visit us in 1911, I did so honestly wanting them to come. Feeling that I was welcome made me feel good, and I could but show my appreciation. Old Boston, with its queer old streets, buildings, cemeteries, etc., was, and is of course interesting, but the prettiest thing I saw was the pretty girls. If I had bought all the jewelry, novelties, etc., that I looked at only as an excuse to look at the pretty girls, I am afraid Faneuil Hall would be taxed to shelter it. One special feature of Boston that struck me was the compactness of the city, the longest distance I heard of while there being only about "a ten-minutes' walk," the average being five minutes. The secret of the far-famed southern hospitality is in making visitors feel perfectly at home and this feeling was largely in evidence at Boston, and any time you feel as if you can do exactly as you please, you are pretty apt to enjoy yourself or find fault with yourself alone, and this you rarely do. Another thing that causes some to enjoy themselves less is that they expect too much for themselves without first placing themselves on the other side. On our trip to Lexington and Concord, many went without dinner, but this feature of the trip afforded me lots of amusement, in that it was funny to see a town possessing the hotel accommodations of Concord making an effort to feed twelve or fourteen hundred people and all of them in a hurry to catch the same train. I was one among the lucky ones and was well fed, six of us dining at the leading hostelry and the total check as made out by our waitress was the exorbitant sum of ten cents. This was for bread which the ladies ate and the water which we men drank. How callous one would be not to enjoy being the host at such a dinner and get the credit for being liberal, thoughtful, generous, etc., at a cost of only ten cents. Brothers of Boston, you gave us a good time, and we are glad we met and know you; there is a yearning in my heart to see you again, and I think this is the feeling of nearly every one, and it only goes to prove what I claim is the case, that the majority of the people in the United States are good people, and the majority of the ones who are not good, ought to be. This bringing together the members of the Order from all over this united country is a pleasing feature, and one that tends to strengthen our position

both as citizens and fellow workers. Because my father tried for four years to shoot your father and vice versa, is no reason why you and I should go armed. This bringing together allows the men and women of Maine, Connecticut, Massachusetts, etc., to see that we of Georgia, Alabama, Florida, etc., do not wear big horns sharpened to kill—spears on our ankles like roosters, but are plain every day men, warm hearted and hospitable, as ready to take the hand of a true man though he comes from north of Mason and Dixon's line as the hand of any crowned head. "Manhood" is what counts down here and this, my brothers, is the teaching of our Order. If you are so fortunate as to be with us in 1911, am sure you will, soon as you strike our southland, be made to feel that you are judged by what you are, rather than for what your grand daddy was. With the best of wishes for the good brothers of Boston, as well as the delegates and visitors whom I met, and with the hope to see you all in Jacksonville in 1911, I am W. B. W.

### Pine Bluff, Ark.

Division 251 holds meetings only on August and September 1st, during hot weather.

Brother E. S. Gary was accidentally killed while on duty. His remains were shipped to Kentucky, accompanied by two of our brothers. He held a policy in the beneficiary department.

Brother Conyers has returned from the hospital somewhat better, but "all broke up."

Trainmaster E. R. Richards was thrown from a motor hand car, fracturing his skull. The car hit a cow. Several men were on the car at the time of the accident. He was taken to the company's hospital at Texarkana and is now out of danger. He has gone to Detroit to recuperate and study the *modus operandi* of other trunk lines, as he is an up-to-date man.

We are going to have two railroads come into this city, and connect with trunk lines north and west of here. The La. A. & G. is now building from Monroe, La., via Hamburg, Monticello and Star City, crossing the Arkansas river near here and on north to the Rock Island. Our citizens have raised \$150,000 for this road and \$50,000 for the other road.

Old Pine Bluff is situated on the banks of the treacherous Arkansas river, forty-two miles from Little Rock, where the capital is located—where they are having awful times trying to build the capital—similar to "the joker and the tariff."

Chile has an industrial awakening which is marvelous. The work on the first steel plant south of Mexico is progressing so rapidly that it will be ready for operation in October, 1910. It will cost \$2,000,000 in United States gold and will have a daily output of 200 tons.

The consular reports sent to the government at Washington are filled with instructive comments of different nations.

Japan's alertness is well known. Besides improving her rivers and harbors she is organizing new steamship lines to South American ports.

But of all the intrepid hustlers, Canada is the silent, yet most conspicuous. When one tries to imagine the great empire which will one day take the place of the modest "lady of the snows," all old world grandeurs seem to pale.

When one further lets his imagination roll from Hudson Bay to the Straits of Magellan and takes in the coming wonders of new world nations, he is staggered by the vision of Canadian, United States, Mexican, Central American, Brazilian, Argentine and Chilean developments. Europe, Africa, Asia and Australia vanish like mists of a dream or remain venerable shrines from which the worshippers have departed.

J. W. MERRIAM.

### Boston, Mass.

No doubt a great many of the brothers will be surprised at my unheralded reappearance in the fraternal columns of the CONDUCTOR after a gloomy silence of quite a number of years.

Way back in the dim and misty past, in the earlier days of Division 413, I was wont quite often to lift up my voice and descant, at times wisely and philosophically, at other times lightly and flippantly, upon the many problems which presented themselves to our local membership in the course of our kaleidoscopic career.

These scintillating emanations continued for a number of years, and the patience of my good Brother Kellogg (our former editor) was no doubt very much tried at times with some of my literary efforts.

But the time at last arrived when it was advisable that I should withdraw from the game and allow a different order of talent to regale the brothers with something that had the spice of variety, as well as the power to touch more closely upon the many questions which were of interest to our membership.

Please do not understand by this that I retired in an altogether voluntary way, for such is not the case. The truth is I had grown so bold in wielding the trenchant pen, and had become so reckless in my utterances, that I was finally set upon by the unwashed and had to take to the woods.

I am now making my second advent with some little fear and trembling, for visions of my former experience still linger in my memory and knives and tomahawks in gaunt and bony hands are among the least fearful of my apparitions.

A situation exists within our local midst which is exciting a great deal of attention

and causing much argument, and I feel impelled to again emerge from my obscurity for the purpose of throwing a little light, if possible, upon the situation which is indeed vital to our interests.

I take occasion here to thank Brother C. E. Graves (our regular correspondent) for giving way to me in this September number while I weave the net, which may, possibly ensnare me within its folds.

The matter to which I refer is that regarding general promotions, or promotions from freight to passenger service, on the Boston & Maine Railroad System.

This is a subject which has been in evidence before on the B. & M. and no doubt would have gained headway ere this but for the unfortunate distractions of diverse interests and lack of the social equation as between the brothers of the two branches of the service. It is a fact well understood that there at present exists quite a gap in the friendly or rather fraternal relations between the passenger and freight conductors on our system. This lack of accord is not individual in any sense, as we can readily attest, but although outwardly there is a calm and we are apparently on a level when we meet in the Division room, there is still quite a distrust of the passenger conductors on the part of the freight men.

On a former occasion, all of the Divisions of our Order on the Boston & Maine, at a union meeting held in the lodge room of Division 413, voted almost unanimously to favor promotions from freight to passenger, but our attitude in more recent times has contradicted the action then taken. and matters have assumed such shape that the freight conductors feel that they are being thrown down whenever this important matter comes in sight.

Now why this condition of affairs should prevail on the Boston & Maine System is more than we can readily understand. The well known laws of our Order and the binding obligations which we take under oath at the altar would seem to preclude the possibility of such a situation, but still it exists, and we go on year after year separating the sheep from the goats and signifying in overt ways that such are fish and such are flesh and that the dividing line is absolute, forming a barrier which cannot be removed.

We might speculate somewhat as to the causes which have lead to this condition of affairs. First, we may say that our management is on record as being opposed to merging the two branches of the service. In the past they have been very strongly opposed to the idea, their principal contention being that the conditions of passenger traffic are such in our section that the average freight conductor, owing to his environment and early training, would hardly make a good representative of the company when brought into contact with the "ultra

aesthetic" civilization which forms so large a part of our traveling community. At first thought, and in fact under present conditions, this might seem a good argument, for the freight conductor is undoubtedly reared in a hard school and the trials and hardships of his position call for a rough and ready type of manhood, one in which the suave amenities of the drawing room must give way to the force and habit of the man who does things, regardless of the "entente polite."

But it would seem that this is not an insuperable objection, and with a different method of organizing the train service, a method which is now in vogue on many roads, and of which we will speak more in detail later on, the way might be paved for the admission of the freight conductor and a homogeneous service which, when once fully in swing, would, we venture to predict, so fully satisfy the company that they would never care to go back to the old conditions.

The position which our management takes in regard to this question is undoubtedly the factor which gives complexion to the attitude of many of our passenger conductors, and really it is no more than we can expect, for the average man in deliberating on matters connected with his daily round of duties will naturally pay more or less deference to the source from whence is derived his bread and butter, and an employe must have more than the usual amount of independence to run counter to, or rather to advise, as against what is known as the wishes of his employers; but it does not follow that the man who takes an adverse view is disloyal by any means, nor would his fidelity be questioned.

We seek rather to bring out the idea that it is easier to float down the stream with the multitude than to stem the tide, running a risk thereby of unpopularity, or possibly something worse.

Another thing which cuts quite a figure in the case is the attitude of some of the passenger men on our system toward their brothers in the freight service. One would think at times by their bearing that they imagined the Creator had made them of better clay than their fellows and that because they wore glad clothing, adorned with more or less of that which glitters, that they were some degrees above the man who brings to the till sixty-three percent of the gross earnings of the company.

Now, brothers, there is too much of this gilt-edged business—by the way, I am a passenger man, and am in a position where I can speak plainly without being accused of having an ax to grind—and I want to say to you very forcibly that the bars must be taken down. The two branches of the service must get closer together. The barrier to genuinely fraternal relations must be removed, or our organization on the Boston & Maine System will never amount

to a row of pins. This condition of affairs is an element of weakness among us. It leads to desultory action, which defeats itself repeatedly by lack of cohesion and unity of purpose.

But I hear some one say, "What are you going to do with the passenger train hands in this matter of general promotions; are you going to throw them all down?" To this I would answer that nothing could be farther from my purpose. These men are not here by accident, and many of them have been with us a long time. They came into the service with the understanding and precedent that promotions should obtain in each branch of the service separately, and have worked all these years with the expectation of reward for faithful performance of duty, and I would be the last one to do them an injustice. I also might say in addition that they have a powerful organization which is ever on the alert to guard their interests and no doubt when the proper time comes it will take such action as is found to be necessary.

There are more ways than one in which this matter can be adjusted without seriously interfering with the rights of any class or individual, and we hope in the trying out of this important issue that justice will have full sway, and that the blind goddess will mete out, share for share, the good things to those to whom they are entitled.

And by the way, it occurs to us at this point that some unexpected situations are liable to crop out if the action which has been taken recently in a local Division of the O. R. C. leads to negotiations with the company in regard to this important matter. As viewed from the street, the tendency seems to be in one direction only, but there are many surprises in diplomacy, and sometimes those who are looking for caramels and tutti frutti only may find that there is bitter among the sweet. We must in all fairness look on both sides of this question, and in order that we may not be subject to disappointments, study the matter from the other fellow's standpoint.

As an illustration of what I mean, who will say, if this change is brought about, that our husky baggagemen may not be eligible to some of the delectable freight trains which are gliding about all over our system, with nothing to disturb the cigarette dreams of either the "shack" or the "con," while the whole run is frequently made without so much as the pulling of a pin? The boot should fit one foot as well as the other, and those who would aspire to wield the punch must be reminded that what may seem like an unmixed blessing today may develop into a two-edged sword on the morrow with a facility for cutting both ways; that which would be most embarrassing and disturbing in the matter of ratings and seniority.

We drop in these few words by way of sounding a warning, that things are not always what they seem and that many a man wastes his time and substance searching for the bag of gold at the end of a rainbow.

In exploiting this matter through the columns of the CONDUCTOR, and advocating such a radical departure from present methods, I may perhaps be subjected to adverse criticism, but regarding that, will say that that is the usual fate of those who seek, by any means, to disturb existing conditions or try to reform, even in a small way, the crying evils which are incident to the life of toil bequeathed us by Father Adam.

But if those who quote me in this matter will give the whole truth, not garbled or disconnected fragments thereof, and, being fair-minded, "will nothing extenuate nor set down aught in malice," I shall remain content.

In the earlier part of this letter I made some reference to a system of train service which would seem to remedy existing evils and at the same time give to the company a corps of train hands the equal of which could not be found in all the length and breadth of our fair land.

The scheme, and it is now in vogue on many roads (our near neighbor, the Maine Central, having something very similar) is this, in brief:

A man in train service is first employed as freight brakeman, next as a passenger brakeman, next as a train baggageman, next as a freight conductor, and lastly as a passenger conductor.

And if the management of any railroad wish to place men in charge of their passenger trains who are thoroughly competent to cope with any emergency and give eminent service with all that it implies, what better formula could be devised for converting the raw material into a highly disciplined force, and one which would make good in all lines of effort?

The advantages of a thorough knowledge of both branches of the service are obvious to all and as far as the present objection (lack of polish on the part of some of our freight men) is concerned, will say that by the time the "raw recruit" had progressed through the different stages of development and finally arrived at that point where he is permitted to wear yellow buttons, he will have, by attrition, acquired the necessary polish and finally emerge "a diamond of the first water."

It might be said that men suitable for passenger work would hardly care to encounter the toil and privations of the freight service for the sake of attaining that end, but that we opine would be an imaginary objection, for there are today under existing conditions on our system many men who are handling cars which have "no win-

dows" in them, who are the peers of our passenger men, in all that makes for courtesy and gentle breeding.

As I have said before, there are different ways in which such a scheme as we have outlined could be put into effect without doing injustice to any who are now in the field, but perhaps it would be well to leave details for future consideration.

We will, however, venture to assert, as an opinion, that the tendency in this direction is inevitable and that the time will surely come when the train hands of our system will all stand, merit and ability counting for their true worth, in single file, each man looking for the stepping stones which should carry him onward and upward to the goal of his ambition. The result may possibly be delayed and the strong hand of our management hold the rising waters in check, but sooner or later the well established routine now in practice all over the greater part of our country will obtain and our management will regret (considering the good results which will ensue) that they had not adopted such a code in earlier days.

Now in concluding, I will touch again upon the original "motif."

Get together, you passenger and freight men. Let no imaginary lines divide your interests; let them be identical. Stand together for all that is good and right and just. If we cannot convince our management at present that the time is ripe for taking the initiatory steps in this movement, let us not despair, but plod sturdily onward, never losing sight for a moment of the object sought, nor despairing of ultimate success. For as surely as the sun rises in the east some future day will see this much desired result in practical operation on our system.

And then, brothers, if we have all stood together, shoulder to shoulder, manfully braving the "whips and scorns of time," the discouragements which beset organized effort, and the snares and pitfalls which, alas, we too often provide unwittingly for our own feet, we shall all sense to the full that quiet content which attends upon duty well performed, and each and every one of us will hear that still, small voice saying, "Well done, good and faithful servant."

C. E. BEDELL.

### Sherman, Texas.

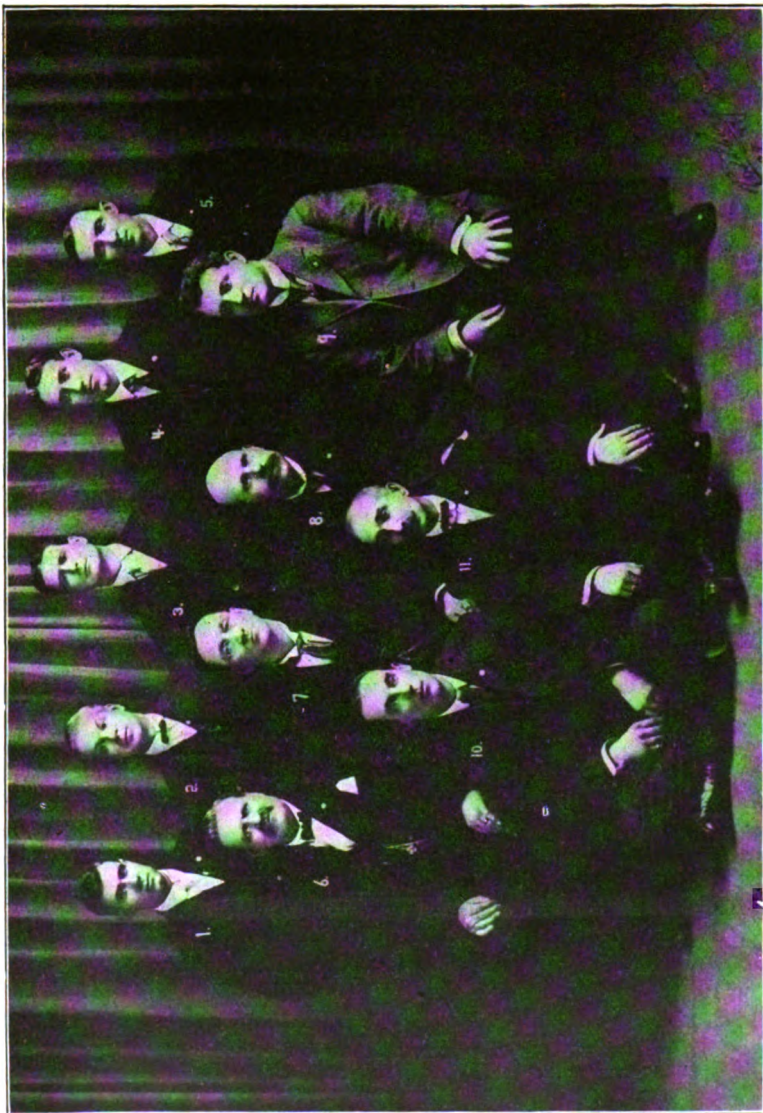
Sherman Division 553 was organized at Sherman, Texas, Sunday, August 1, by Brother R. T. Arthur, of Division 53, with twenty-one members. Brother Arthur certainly understands the work and made an impression on every one present. We had several visiting brothers from other Divisions, and initiated three new members and have prospects for several others.

J. W. GLENN.

### Clifton Forge, Va.

The president of the United States is elected every four years to the highest office in the land; about six months and sometimes twelve prior to this election, we can see business of the country on the decline, gradually falling off in most every capacity, men cut out of employment until by the time of the day of election arrives the entire country is practically at a standstill, waiting to see who will be elected as president of our land. For two or three months the country is swarming with campaign orators telling the working man what he knows about his party. He tells him who to vote in office if he (the workingman) expects to keep his job and earn enough to keep the wolf from his door, and by this time the majority of the workingmen of the country have begun to feel the pangs of hunger and want, and are ready to do anything in reason that will provide an honest living for his loved ones. This business continues until the day of election, when every man having a vote and many that have no vote is marched up to the polls and is voted—he does not vote himself, but the leader of the ring votes him as he sees fit. I do not mean to say that all laboring men are voted in this way; no, far from it; but the biggest majority of the laboring class poll under the dictation of these political crooks, and most always go their way. The election is over, the polling day is a day of rejoicing for the victorious party; their man in office and now the poor laboring man stands around for months, possibly a year, and waits for the promised prosperity, but everything is quiet along the line. He goes over to the shops to see when they will resume work and finds everything closed, a notice stuck on the door reading something like this:

"These shops will resume work just as soon as the tariff question is settled." Hungry and worn out by this long delay, thinking and wondering in his mind if he had not really made a mistake by not voting himself instead of bowing down to a political crook and voting to suit him, he wanders back to the place he calls home, his heart almost broken; seeing the condition of his home, the ideal of his life, going to pieces, the dear little ones all tattered in rags and trembling with hunger and cold, he turns away from the scene and in many cases a noble life goes out in despair, while the political ring is rejoicing over their unholy, unlawful victory. Brothers and fellow workingmen, will the time ever come when we will wake up to our condition, and vote clean, honest men into office? It is our duty to study this matter and know how any country should be governed and take a hand in putting in honest men, clean of purpose; not office seekers or salary grafters, but statesmen after the old time states-



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men of years ago. We have plenty of them in our country today, willing and waiting to serve you if you are willing to come out on the honest side and support them. If ever our country is saved, it will be when you and I decide to save it at the polls; and if we refuse to save it by this method then the time is not far hence when we will be called upon to take our stand behind the Gatling gun and save it in that way. It matters not in what way it is saved, it will be done by the laboring-men of this country; so let us wake up to the coming situation and qualify ourselves at all times and take our stand for clean government that can only be had by electing clean, honest men to office, regardless of partyism. Let the railroad men of this country come out for good government and decide that they will, regardless of partyism, vote for men that are able and honest of purpose, to fill our legislative halls, both state and national, and we will soon see a great change. The rich man will no longer get richer and the poor man poorer, but things will be more equally divided and the laboring man will then have a fair show at this world's goods. There is not a doubt in the mind of the writer but that all this so-called panic that has had full sway over our land for the last two or three years was brought about by bad legislation on the part of our lawmakers. They have crippled our railroads and our industries to such an extent that it will take years to recover from the effects of it.

Brothers and fellow men in railroad service, I wish to say that we as servants and employes of our railroads should at all times keep our eyes open to the interest of our employer; we could no doubt have assisted a great deal in protecting our railroads from some of the bad legislation of the past, had we been on the alert and spoken out in their behalf, and had nerve enough to stand up for the right and fair. But as we have no doubt failed in the past that is no reason that we should fail in the future, so whatever is good for our railroads is good for the employes. That has been clearly proven in the past few years, so let us be up and doing and protect our interests by protecting those for whom we work.

In the July number of the CONDUCTOR we find some very interesting letters from our southern land. We find our brother from Wilmington, N. C., reprimanding some of the brothers for their thoughtless criticism of the railroad management throughout the country. The writer feels that it is the duty of every railroad man, employed in any capacity on our railroads, to be strictly loyal to his employers and guard his interest at every possible point. For whatever will lend to build up and advance the interest of our roads should, and will advance the interest and wages of our men. We

cannot expect to criticise our employer and brand him as false and unjust and expect his interest to advance. No, we must first learn to be reasonable and learn the lesson of first being honest in purpose ourselves, and fill our post honestly, giving honest service and defend the source from which we derive our daily bread. When this is done then we can meet other employes on mutual grounds of honesty and faithfulness, and both causes will advance alike. We should go hand in hand in this matter. We are convinced that neither can do without the other, so let us be friends and ever watch out for the interest of our employer, and we feel that they will look out for our interest also. If they fail to do this we, having been honest and loyal to them, are in a better position to demand just and honest treatment at their hands. Let us watch out for the interest of our employers, for whatever is good for him is bread for us and our loved ones.

H. A. CALLAHAN.

### Washington, D. C.

It seems to me that every member of Division 378 is afraid to write a letter for the CONDUCTOR but poor me. I know they do not lack ability and I believe that every Division should be heard from, so I thought you would like to hear from our Capitol City every year.

In the first place, we are looking for the return of Brother M. N. Goss, when Congress convenes December 6, but the writer hopes he will return with a permanent appoint as our legislative representative at the Capitol building. The good book tells us that by man's work we shall know him, and Brother Goss has made good, for it was mainly through his work that we have now a law on our statutes that will protect railway employes, and that will stand all the schemes of the railway attorneys to put it in the scrap pile with all the rest of the supreme court condemned laws as I learned from all our members that all railroad attorneys want to settle all just cases of personal injury. One of our members who had a case with the Washington Terminal Company, made a settlement with them and is now in business in the city, and a good provider for his family, all on account of the Employers' Liability Law now on our statutes. And I am reliably informed that there is another brother of Division 378 who has now entered suit against one of the railroads entering the city, and we hope he will get as good a settlement as our other for-life-crippled brother did. Now I hold that Brother Goss should get the credit for such good work as helping to pass our present Employers' Liability Law. "A railroad company has no souls to save nor no pants to kick," are the words I heard spoken by a very old

lawyer while defending a poor railroad cripple. A railroad lobbyist, in talking against any law that is entered to make any railroad company come to time and act fair with the whole people, never pleads to the committee who gives him a hearing to amend the law. I know that that is not his business. His business before Congress is to kill all kinds of laws that are framed to make a railroad company act fair, and that is one reason we should have such conservative men as Brother Goss to represent us railroad employes before Congress, as radical legislation introduced in the past is just what a railroad lobbyist wants to go up against. He is looking out to kill all railroad bills and we as intelligent conductors should fearlessly condemn all such radical work to the Congressional scrap pile. Thank God, Roosevelt wiped the dust of a century off of our statutes and let the light of intelligence shine on all of our laws, and we hope our present President will do as well in that line as his predecessor did. There is only one Roosevelt, and we need him, oh, we need him every hour.

The Locomotive Firemen are making a move to bring their headquarters here to Washington, D. C. They acted in a very sensible manner to get at the right way to accomplish the movement by appointing a committee to select a permanent home, instead of having the question come up before the Grand Division—as our Grand Division did at Pittsburg in 1903, and in Boston, 1909—and have all the delegates air their views on the matter before that large body of men. This Division went up against that kind of business at the Pittsburg Grand Division through Brother Mewshaw, and all we succeeded in doing was to wake up Cedar Rapids business men to send a delegation to Pittsburg—and as they did at Boston. Washington, D. C., is the one and only place for organized labor to center at, as we have now the headquarters of the Federation of Labor here, and all trades railroad organizations should make the same point their permanent headquarters, so that in case some vital laws were pending in Congress they could force the passage much easier by getting together than the way they are now scattered around the country.

We received our delegate's report and, according to the report of George M. Smith, Division 378, was heard from. I hope he will accept the office of chief conductor at our annual election. We need such men as Brother Smith in the chair with a secretary to match. We would like to see the smiling face of Brother E. E. Clark, as he has never visited us since he has been located in our Capital City. We believe he owes us a visit, as he never wants to forget that the O. R. C. put him where he is before the people.

All organized labor call us the Silk

Stocking, and some call us the Aristocrats of Labor. Well, let me tell such people that when the hat was passed around among the several labor organizations in our country to help out John Mitchell and his coal miners in 1902, our contribution was at the top; and to the same kind of critics let me say to our credit that we are responsible for all the laws in every state in the Union, and, also, on our national statute books that are for the benefit of the steam railroad employes; and the conductors of Wyoming had a law passed at Cheyenne in the eighth legislature, giving the railroad men in train service the right to vote at any polling place in the state, and he will not lose his vote when he is called to go out from his home town before the polls open; and it is the one state and the only state in the Union that enacted such a law, and Wyoming O. R. C. men had that law passed. We claim to be the most progressive steam railroad labor organization in our country, and our life insurance and our relief department cannot be beaten by any railroad organization in our country.

JOHN DWYER.

### No. McAlester, Okla.

McAlester Division 558 was organized at North McAlester Sunday, July 18, 1909, with twenty-eight members, taking in five new members into the mysteries of the Order. Brother R. T. Arthur, by authority from the Grand Division, very ably exemplified the work and instituted the new Division, after which ice cream and cake was served by Mrs. W. D. Wray, Mrs. J. L. Cordial, Mrs. C. E. Powers, Mrs. E. H. McGee, wives of members of the new Division. A number of visiting members from Divisions 53, 394, 434 and 476 were present. Meetings will be held the first and third Sunday at 2 p. m. All brothers will be cordially welcomed, and we want all to put their shoulders to the wheel and make Division 558 one of the best. Brother Ed. Vance gave the Division a very interesting talk along progressive lines, which was appreciated by the members.

GEO. P. JENKINS.

### Newark, Ohio.

Brother C. D. McDonald, of Division 166, former member of Division 428, Monclova, who started in the livery business in Newark, Ohio, about a year ago had the misfortune to lose his livery barn by fire on Sunday morning, July 12, in which there were thirty-one head of fine horses burned in addition to all the hay, corn, harness, etc., that was kept in the barn. Some of the most valuable family driving horses in the city perished in the flames. Brother McDonald's loss will reach \$1,500 to \$2,000, partially covered by insurance.

J. S. WOODWARD.

**Highland Park, Ill.**

The following donations have been received at the Home for the month of July, 1909:

**O. R. C. DIVISIONS.**

19.....	\$ 4.00	172.....	\$12.00
25.....	12.00	380.....	12.00
162.....	12.00		
		<b>TOTAL....</b>	<b>\$52.00</b>

**SUMMARY.**

O. R. C. Divisions.....	\$ 52.00
B. R. T. Lodges.....	89.50
B. L. E. Divisions.....	37.00
B. L. F. & E. Lodges.....	15.00
G. I. A. Divisions.....	34.50
L. S. to F. Lodges.....	12.00
L. A. T. Lodges.....	4.60
James Costello, No. 270, O. R. C....	1.00
Alfred S. Lunt, No. 456, B. R. T....	1.00
F. S. Barnes, No. 28, B. R. T.....	1.00
W. J. Van Hess, No. 193, B. L. E....	1.00
J. McQuaid, No. 39, B. L. F. & E....	1.00
Brotherhood of Locomotive Firemen & Enginemen, by Mr. A. H. Hawley	1,199.62
Interest on Deposit, Williams, Ia..	250.00
Interest on Deposit, Cleveland, O..	194.82
Interest on Deposit, Clinton, Ia....	125.68
From Members of No. 326, B. L. E....	3.90
From Members of No. 203, B. R. T....	4.00
Ladies Cardinas Club, Mexico, Potosi .....	15.95
Sale of Junk.....	17.50
Members of No. 314, B. L. E.....	1.00
Dividends on Hamilton Carhart Stock .....	10.50
Station No. 23, C. & N. W. Conductors' room .....	3.00
W. B. Amos, No. 690, B. L. E.....	.50
E. R. Swingle, No. 354, B. L. F. & E. ....	25
<b>TOTAL .....</b>	<b>\$2,076.32</b>

Respectfully submitted,  
JOHN O'KEEFE,  
Sec. and Treas.

**Clinton, Iowa.**

Since the last Grand Division meeting, and the appointment of a committee to formulate plans for pensioning our old members, I have given this matter a great deal of thought, and believe now is the time to begin discussing the matter and get the sense of the membership upon it, instead of waiting until a short time before the next Grand Division, when the discussion will, of necessity, be much less deliberate than if commenced at the present time. While realizing that something of the kind should be done for the good of the organization, I greatly fear if our action is not exceedingly conservative, and directed rather to economizing the resources we now have, and the amount realized from the present plan of assessments, dues, etc., than

by increasing the expense to the paying members, it will act as a deterrent to eligibles entering the Order, rather than an inducement to them to do so.

Human nature is so constituted that we all object strenuously to paying out our good money unless we can see an immediate benefit accruing to us in return, and it is a sad commentary on the disposition of the average railroad employe, that many times members have objected to paying assessments for meetings of general committees, when the said meetings have actually resulted in an increase of compensation, and the amount of the assessment was more than realized from the first month's increase of pay.

The last Grand Division cost the organization approximately one hundred thousand dollars (\$100,000), or to be exact, ninety-six thousand three hundred twenty-six dollars and sixty-eight cents (\$96,326.68), and nothing was done there which could not have been deferred two years without any particular loss or hardship to the Order. If any extraordinary conditions arise, making a meeting of the Grand Division necessary, the President has the authority to call a special session. In the absence of such extraordinary condition, quadrennial instead of biennial meetings could transact all the necessary business, and the amount of one hundred thousand dollars (\$100,000) saved each four years, which amount could be placed to the credit of a pension fund, without any increase in dues.

There were at Portland 474 delegates, at Memphis 500, and at Boston 549, and if our increase continues in the same ratio (and we hope it will) there will be at Jacksonville at least 600, and anyone who attended our two last Grand Divisions must realize what an unwieldy body it was when it came to transacting any business, and it will continue to increase in unwieldiness so long as our present plan of representation is continued.

If the Grand Division at Boston had been composed of seventy-five per cent less members, or about one hundred thirty-five, instead of five hundred forty-nine, I believe the same amount of business could have been transacted in one-half the time, and the organization would have been about seventy-five thousand dollars (\$75,000) to the good, which added to the amount saved by quadrennial instead of biennial sessions, would be one hundred seventy-five thousand dollars (\$175,000) to our credit.

Our relief fund assessments realize at the present time approximately ninety thousand dollars (\$90,000) per year, or three hundred sixty thousand dollars each four years, which, added to our other proposed saving through reduced representation, quadrennial instead of biennial sessions, etc., would amount to about five hundred thirty-five thousand dollars (\$535,-

000) each four years, and we should realize at least fifteen thousand dollars (\$15,000) interest in that time, making a working fund of five hundred fifty thousand dollars (\$550,000) available each four years for pensions, enough to pay two hundred eighty-six (286) pensions of forty dollars (\$40.00) per month for the four years.

If our members will come out freely with their various ideas, we should be able, within the next two years to evolve some plan whereby our representation can be materially reduced, and the organization be greatly benefited financially thereby, without losing any good legislative material, as it is a well known fact that practically all the argument, and the greater part of the legislation, is done by a very small proportion of the members of the Grand Division. I say this without any desire to detract from the ability or worth of the balance of the Grand Division members, but simply as asserting a well known fact.

Objections have been made to the plan of quadrennial meetings on the ground that we should then be obliged to elect officers for four years instead of the present term of two. I believe it would be a good business proposition to make their terms of office much longer than they now are, even should we continue our present biennial meetings, as, if they are competent, they will do much better work if their positions are assured for a longer time, and if they are not competent they should never have been placed there.

Now, brothers, I would like to see this pension scheme discussed fully and freely, to the end that when our next Grand Division meets, we will have a practical plan prepared, which can be adopted without a week or more being consumed in discussion, and which will not materially increase our expense.

This is my first offense of rushing into print, and if I do not get roasted too hard for it I may possibly try it again.

G. H. S.

### Pittsburg, Pa.

It seems that the much talked of pensioning of old and disabled conductors has at last been started toward something tangible by the last Grand Division and R. B. Hawkins Division 114, was especially honored by having their delegate, Brother C. M. Zeth, placed on the committee appointed to draw up and devise some plan whereby a pension system can be put in force and I know that if all of the members of the committee are as thorough in their work and refuse as absolutely to deal with anything but facts and are as precise in drawing logical deductions from facts as Brother Zeth, we may expect to have the best possible plan offered that will work both ways. For we must not forget that if we are

going to pay pensions we must also find a satisfactory way of getting the money with which to pay them. I fear, however, that many of our members are too optimistic or enthusiastic; they are letting their zeal run away with their reason. Some of the writers in the CONDUCTOR spoke of paying \$50.00 per month and one of them, if I remember correctly, even spoke of beginning to pay pensions at fifty years of age. Either of these propositions is the height of folly. If the committee can devise a plan that will work and pay a pension of \$25.00 per month, beginning at sixty-five years of age, including, of course, all conductors who, owing to sickness or some physical ailment, become totally incapacitated from working at any calling, they will have done a good work. While I must admit that I do not have statistics to prove anything as yet, but base my argument solely on observation and judgment, I do not believe I am very far wrong when I say that fifty years of age is about the middle of a conductor's life as an O. R. C. man. If that is so, we have right here a concrete fact that up to fifty years of age we would have to pay exactly each month, dollar for dollar, the amount we expect to get out of the fund after that age. If we began paying pensions at sixty years of age, I think we would have about twelve per cent of our members to take care of; this would leave eighty-eight per cent paying in and twelve per cent drawing out. If I am correct in my estimate we could by paying one dollar a month assessment only pay seven dollars a month to each pensioner after deducting for expense. Let us say at sixty-five years of age the percentage would be reduced to five per cent as pensioners which would leave ninety-five per cent paying in. Some of our members seem to think twenty-five cents a month will do the trick. Well, at twenty-five cents a month at the five per cent proportion we would have just exactly \$23.75 to divide among five pensioners, or \$4.77 for each pension without allowing anything for expense.

I am making an effort to gather some facts and statistics which if I succeed in getting will enable me to give figures that can be backed by facts; be that what it may the fact remains that at an assessment of one dollar per month and paying \$25.00 per month to our pensioners we will have to begin paying at a point when we have just 3.84 per cent of our total membership on the pension list and then pay an extra assessment for expenses.

It is true, a system could be devised by discriminating when those actually in need could receive a greater amount but this has several very objectionable features. One of these is that it will be very unsatisfactory if the assessments are more than twenty-five cents a month and this, estimat-

ing the total membership of the Order at 40,000, would allow \$30.00 per month to just 333 of our members or .802 of one per cent of our members.

Now brothers, let us get together and reason this thing out with our brain and not purely from our hearts. Sentiment is a nice thing to help out in writing poetry and making love, but it won't pay pensions. By knowing just what the plain, cold facts are we will not be disappointed when the pension committee makes their report, and should they be able to offer us something better than we can figure out ourselves, we will be all the happier for it.

JAS. B. GAUSS.

### Boston, Mass.

The largest American flag up-to-date is owned by Thomas W. Lawson of Boston. It was unfurled at the marriage of his daughter, June 30th. The flag is seventy-five feet long, fifty feet wide, and weighs 175 pounds. It is of silk and has stripes four feet wide. Hung from a six-story building this flag would trail on the ground. It was flown from a pole 172 feet high. This flag was made expressly for Mr. Lawson in honor of the bride. We feel proud that such a large and beautiful flag is owned in Massachusetts.

Our flag and something of its history, in the June CONDUCTOR, was an inspiring article. We wish every child in the United States might read it, and those unable to read, hear it read.

"Old Glory" is up there to stay, nothing must ever take its place. We salute the flag, with emphasis on "the." No other flag seems to float so gracefully as our own red, white and blue.

Charleston, Mass., kept open house June 17th. The battle of Bunker Hill was celebrated with pomp and glory. If the granite shaft of 220 feet could speak, it would say, "Well done."

When we read our fraternal column in the August number we shall have celebrated our Glorious Fourth. One hundred and thirty-three years ago the Continental Congress gave the Declaration of Independence to the world. All honor and glory to the men who made up that congress. Congress told certain men to write a paper which should tell England and the rest of the world that the men of the Colonies had made up their minds to be free. The paper that these men wrote and signed was the greatest paper ever published in any country and it has had a wide circulation. We of today are reaping the benefits derived from the men away back in 1776, who had made up their minds that the colonists should be free. What could England or any other country, or all countries combined, do against a band of men who had made up their minds. We of today should

be thankful that those men were the right men in the right place, who voted at the right time. The time, the place, the men. The world has never seen their equal. These forefathers of ours set us an example of co-operation which at times we have ceased to follow. Perhaps we have put a new meaning to the word free. Free to act and do just as we want to regardless of the other fellow.

Let us get back and down to the words of our forefathers, "minds made up." If it is co-operative pension system, make up our minds to co-operate. Why not in all lines make up our minds to co-operate. It seems to me if this was done how business would boom for all. I am inclined to think that the B. & M. railroad has taken a long stride in this line. We soon hope to see under way upon the B. & M. a co-operative system that has no equal, which will be a pattern and a model for all corporations. We shall point with pride to the B. & M. as the father of the co-operative pension system in America.

Beverly, Mass., is the summer capitol of the nation, and no doubt will attain as much and more prominence as Oyster Bay or Sagamore Hill. Instead of "Delighted," it will be, "Be-autiful." Our president will have the best of protection during his stay at Beverly. The business of the United States can be done in Massachusetts just as well as at Washington. We, of this state, are just bigoted enough to think it can be done better. The president and his corps will catch the co-operative spirit and of course it will be done better. Massachusetts says, "Welcome to the chief."

June 21st, the B. & M. changed time. A few weeks before the change we were presented with a brown book containing full illustration. The brown book is the standard code up-to-date. The boys have been studying the little brown book with a vengeance, and comparing notes, giving and taking examples, until our conductors' room looks like a school room in an academy. Some of us think it needs a tutor to satisfactorily explain the meaning of some of the new rules. When familiar with the new rules the boys will work them to perfection. If the new rules are the best, the best is none too good for the B. & M. The old rules of the B. & L. and B. & M. we have no controversy over for they have served us long and well, and they are like old tried and true friends to us. Modern and up-to-date is the cry of the times, and it must be accepted in railroad life as in everything else.

Our new time-table is thin as a wafer. We have dubbed it the "skidoo" time-table, its number being 23.

I don't know what is more refreshing when the glass is up among the big figures, than to meet a brother conductor just in from a long run, with linen and personal

appearance in a state immaculate. How Brother Brown, of the Fitchburg division, does it is the question. Some of us think he must make a complete change of raiment before arriving in Boston, for he always looks so slick and smooth, even to his white tie, which is without spot or wrinkle or any such thing. While the rest of us are sweltering as if in the tropics, Brother Brown looks cool and comfortable and always at the windward.

During the meet of the Grand Division in Boston I was happily surprised to receive a visit from Brother A. V. Newton, of Buffalo. He called at the conductors' room. We had a warm-hearted reception. Brother Newton has a wide reputation, and if not known personally, he is certainly known through the Conductor. Brother Newton is just as good as his writings. It was a treat to meet him. The meeting was very short and we were sorry that we could not put a hold order on Brother Newton. He was very anxious to go to his wife, who was visiting northern Vermont, and when a man is anxious to see his wife we have no fears for him. Brother Newton was an interesting man to meet, and the Division at Buffalo, of which he is a member, has every reason to be proud of him. Such men as Brother Newton have a personality which counts for something.

The summer travel in New England is big, that is if size of trains and the crowds that ride in them is any criterion. New England is the summer playground of America, anyway—even the Taft family knows that. Everybody takes a vacation or recess, or a little intermission. Old and young take time to play and get away from the grind, the hiss of steam and from the best little brakeman we ever had, "air brakes."

C. E. GRAVES.

### San Luis Obispo, Calif.

Now, brothers, that we are approaching the time when the wily politician will be passing around the cigars and causing immoderate indulgence in adulterated grog, when he will be doing stunts in his anxiety for the welfare of the "dear people," it is well that we take thought as to the things that have passed, things that are present, and things that ought to come.

Lines of history and the experience of the ages tell us that the howl of the multitude and demagogue has brought us nothing lasting. I am more of a believer in the doing of things than the saying of things. Words bring us nothing unless followed by effective deeds.

We are a democracy loving people, having a representative democracy as a government, and believe we have the "real thing" of the Lincoln ideal—of the people, by the people and for the people.

The lessons that are spread before us

pass away just as yesterday has gone never to return. We witness the rise and fall of nations due principally to "economic determination." The acts of man are determined by his interests and environment. Incentive, the desire to out-vie our brother in securing more of the worldly goods, even to the extent of gathering much more than we are able to use, and flaunting in the faces of the poor the result of their labor. Every effort of our lives is to supply ourselves and loved ones with a good home, good things to eat, clothing and pleasures, and lay up enough to live in comfort in our old age or sickness, and to give our children a start in life better than we had. And how few of us have or ever will secure these things? We have organized ourselves into a labor organization for the purpose, as we believed, to secure a more equal distribution of labor's product, but no sooner do we increase our wage than the cost of living goes up, and we are forced back to where we began. The result of our activities are that the producer is not only robbed at the source, but is also robbed in the circulating of the commodity.

No sane man will contend that this great mass of struggling humanity can expect any relief from the forces of our present government, and if we correctly read the signs, organized labor has served its purpose in man's evolution and is fast passing away, fulfilling the prophecy of our Lincoln, that "no nation can long endure half slave and half free." And no labor organization can last that does not include all of the workers. But we must strive with all of our might to hold fast to what we have until we find a way to something better, and use our franchise as it was intended by those who brought forth this nation, or the blood they poured out has been sacrificed in vain. The franchise is our most sacred heritage and we should never part with it until we are reasonably assured it will aid in bringing more of the benefits intended by the Almighty for all people than we have received in the near past.

We have witnessed in the state of California during the last six weeks a strike in the McCloud river lumber district which developed that the cheapest foreign labor could not live on the wages paid by one of our protected industries. Don't you think, brothers, it is time for us to sit up and take notice of what is occurring about us? If we do not, the time will come and have passed far away beyond where it can be of any use to us. Suppose we resolve ourselves into a committee of one with the avowed purpose to do whatever we can to awaken in the minds of all people the urgent necessity for thought; embrace no man's doctrine without a thorough examination, and in the unfolding of the mentality you will reap a result.

Sparta fell when one hundred men owned

all of its wealth. Rome met the same fate when all its wealth was owned by three thousand of its people, and it is alarming to note the rapid concentration of wealth in this country. It can mean no good to our millions of struggling poor who are each day being forced near to absolute want.

It is believed that the moves that are being made to harmonize the interests of the investor, employe and the public will in the end bear fruit, yet it is astonishing to hear the means to be pursued in the attempt. We hear this "friendly feeling" and "mutual interest" dealt with as though it were a manufactured quantity. I do not believe man's interest or efficiency can be measured as a machine. I believe there is an intellectual architect who designed man to be perfection, and with the proper organization and application he would be perfect up to a given point, where he must, in the nature of things, begin to lapse in efficiency. We are certainly interested in this attempt, but feel that in the proper sense there must be sown the germ that will harmonize with the forces of nature. Man must be given more leisure, more time for recreation and study. Achievement is the result of thought and it is imperative that we be granted these things if man's efficiency is to improve.

W. A. KESLER.

### **Birmingham, Ala.**

The founders of the O. R. C., B. of L. E., B. of L. F. & E., and B. of R. T. were wise men and they laid a solid foundation better than they thought; they made it possible for the men of the different classes of railroad work to have some chance of protection for their craft. When we look back over the past and view the conditions that we have passed through and take in consideration the wonderful good that has been done by these orders we look at the many un-hill fights that we have had to make and wonder how we did it. We have had to combat ignorance in our own ranks, and have had to fight the strongest syndicates and money powers of our land.

The founders built upon a rock foundation. This has been proven by the different other orders that have sprung up that had their foundation built on sand, and when the winds came they fell. These railroad orders have done more to keep the wages up to a living standard of all classes of labor than all others combined. Why have we been able to do all this? Because we have had a more noble purpose, a grander aim than the mere raise of wages. We have had true manhood in our ranks, and we have proven to the world that our aims were to make true men, men of honor and worth, out of our members to fit them for any place they might be called to fill, and to make them true American citizens, and

we have done so to that extent that we rank today at the head of all other orders.

All things change with time, and our Order had to make many changes since that little body of men laid that foundation of true manhood, which will hold up any amount of weight that we may have to add to it by new methods, if we but use in the new building the cement of honesty, moral courage, and true manhood. We can no longer expect to gain much good by some of our old methods. The adjustment committee system will soon become useless. It is true that for a while we will be able to gain much good in that way in small matters, but when the time comes to make some big change or protect our interest and the welfare of us all, the old way will be no good to us, for the other army will have more improved methods of warfare to use against us. They, the companies, will have laws to protect them, and tie our hands while we have been idle. If we expect to fight an opposing army we must have as good weapons as they have or we will lose. The time is near when we send our committees to re-adjust our affairs and we will have to conform to laws. The companies have been conceding things to us from our strength, but all the while they have been using money to influence legislation for their benefit; now we must do the same. One thing we have lacked, we have not given ourselves half the time we should have done to study the coming conditions that will confront us in the future. If we have to change some of our Order laws to do this, let's do it. Our Order cuts out politics, and that is right, for he who enters a life of politics nowadays lays aside all true manhood. I do not mean all men who run for office or accept offices, for there are some good men in office and running for office (but none in politics).

The greatest evil here in the south is a class of men who do not seem to care how the state is governed. They let a lot of foreign criminals and paupers, by the dictation of party bosses, make laws that we must live up to, and then we wonder what the country is coming to when we have men that will not think enough of their country to qualify themselves to go to the polls and vote, when they spend every year ten times more for something that is no good to them, than it would take to pay their poll tax. I hope the different railroad orders will pass laws that all their members must pay their tax or be suspended.

You may think I am too severe on this question, but if you will give it some study and a little good, hard common sense and thought you must agree with me. I do not want to do any man a wrong, but there are some men who have to have a brick fall on them before they decide it is a brick. I want every Division here in the south, north and west if the same condition pre-

vails there, to help me to combat this evil. If the Divisions here in the south will give their help I think there will be a big change. Give me every railroad man's vote here in Alabama and what will come to us from other labor orders and I will defeat any law that is against us, or pass any law that is for our good. I may be called a crank, but sometimes it takes cranks to help the conditions of a country.

Old "Father Time" is laying his hand on me more heavily every day, and I know that I have not many more years to serve in the railroad work and I will soon have to seek other work, but while I can use my pen and mind I will try to combat evils as they come up. If I am wrong, the Order has but to tell me that they have no use for my work, and I will pass it on to those more able to fight for the "good of the Order."

M. H. FLESHMAN.

### Savannah, Ga.

As I have seen nothing in the CONDUCTOR from this Division since I have been a member, I will try and tell what is doing in Division 218. Last fall I moved from North Carolina and transferred here. Savannah Division has had a hard pull this year, but I am happy to say we are on the upward road once more, our membership is increasing, and things are looking brighter—some material to work on yet. Last year Americus Division 538 was organized, which took about thirty members from us, then eight or ten transferred to other Divisions—we now have 115 on the roll. Savannah is one of the prettiest cities anywhere; has parks, squares and streets lined with trees and palmetto palms, and flowers, and visitors are given a southern welcome, always. Our membership is composed of four railways, A. C. L., Southern, Central, and S. A. L., and they are a jolly set.

We are happy to learn that the Grand Division set aside the district representation scheme. We are opposed to this, for had it passed, the small Divisions would be left without a delegate, and would never get to the Grand Division; let it stand as it is. We are in favor of the pension law. When we old fellows get to where we cannot work, after spending our lives in train service, and can't pay our dues any longer, what are we going to do? There should be a plan to pension us with a sum that will help to keep the wolf from our doors, and take care of our dependent ones. The Highland Park Home is all right for those having no loved ones to care for, but we that have wives and children, it would be hard to separate us. We trust that the committee appointed will draft some resolution that will accomplish this end, and that it will be favorably considered at the meeting of the Grand Division in Jacksonville in

1911. When the Grand Division meets in Jacksonville in 1911, remember that all will be welcomed in our beautiful city, and Division 218 has the door latch on the outside for all true brothers. We can give you a good time.

"DAD."

### Toronto, Ont.

Permit me to use the columns of the CONDUCTOR to call the attention of all Divisions of the O. R. C. located in the Dominion of Canada to the most extraordinary law that ever was put between the covers of the Constitution, Statutes and Laws of our Order. I have reference to the law on the convening of a legislative committee. This law has placed the Dominion of Canada on the same standing as a state or province. In other words, you could travel from one end of the state to the other, or to a center point, and the entire committee's expenses for a convening of a state or province legislative committee would not amount to the cost that it would to bring, say a delegate or legislative representative from Vancouver and Halifax to Ottawa. To be plain, this law makes it utterly impossible for the Order of Railway Conductors to ever get together a legislative committee at Ottawa on account of the tremendous expense, and for the next two years the O. R. C. in the Dominion of Canada will have to let the law-makers at Ottawa do just what they please with us, unless the President, if he should read this letter, in his goodness of heart would come to our assistance by appointing some member to go to Ottawa in our interests and levy an assessment on the entire Dominion of Canada membership to cover the expense.

Maybe if more of our members would take the trouble to look into this question (see page 76, Grand Division, Boston, May, 1909), and then sit up and wonder what was the matter with the Canadian delegation at the Boston convention, and then you can say, "Oh you delegate."

GEO. A. WOOD.

### Fairbury, Neb.

Owing to the Rip Van Winkle sleep the correspondent of Blue Valley Division 343 has been indulging in the CONDUCTOR has failed to hear from us. I wonder why. I want to say something about the poor attendance of Division 343. We have one of the best Divisions in the state and no doubt about the poorest attendance, according to membership. From ten to fifteen members are in Fairbury every Sunday. We who attend regularly, about three to five in number, look out upon the streets below us and see members passing by who never take a look at the open door; but just let one of these stay-aways get into

trouble and his feet cannot carry him fast enough to Division meeting, and then he has his troubles to tell and wants something done at once. He never thinks he must attend at least one or two regular meetings before his case can be heard by the Division and then he will kick and say, "Well, I pay my dues and I do not see why I cannot have my case taken up right away." He evidently knows nothing of the law covering such a case as his. Brothers, come to the Division meeting every second and fourth Sunday of each month at 2:30 p. m. There is always something interesting at every meeting and if you will attend one or two meetings you will want to come and see what goes on, and the more you will want to come. When you meet a brother on the streets just ask him when he has attended a meeting and see what his reply will be, and if he says he cannot remember, just tell him to go to the next meeting and perhaps he will not forget it, and when he sees for himself he will certainly be ashamed of himself. There is no doubt, brothers, that the latch string is always hanging out.

J. G. LINN.

### Wellington, Kans.

My silence has not been caused from a want of something interesting to chronicle, but owing to the fact that the writer was afraid that some worthy might cause an injunction to be served on me. However, no open rebellion has been noticed, so I'll write while the "bird" of beautiful plumage on the head end is "looking her over" and talking to the fireman of fast runs he has pulled off.

We are holding a regular meeting every Sunday for the good of the Order, also to entertain some traveling brother whose lodge has suspended business for the summer.

Brother Vaughn, our general chairman, was with us recently and gave us a very fine talk. Oh yes, the female conductors of our beautiful little city have at last gotten real fussy and have organized, or rather started to organize, a Ladies Auxiliary. We are very glad they have taken a tumble. I have noticed of late that my most high and mighty better half insists that I attend our meetings regularly—I guess she was trying to square herself for the many times I'll have to rock the youngster while the ladies are up to lodge. But they are all right just the same—could not get along without them, especially on pay day. God bless them and their new work.

I would like to say a word in behalf of a few of the brothers who have distinguished themselves during our recent panic. So let it be known to our most highly esteemed brothers of the various Divisions

that owing to the fact that the trains were few and far between there were a few at least who were not afraid and were willing to do the needful with the wash tub, scrub brush, matrimonial fruit basket, or any other old money-making device, such as running hotels, raising of blooded chickens, selling and buying curtains, handling Belvidere real estate, and several other moneyed propositions too numerous to mention. And I would say that the brothers just referred to should command our highest respect.

The engineer finished oiling at last and has really left town, so I'll say good-bye, as I have to climb over about sixty before I can register in at the good old home terminal. I'll drop all my troubles and look pleasant, for the lady at home will wish me

MUCH JOY.

### Russellville, Ky.

As some may think that Russellville Division 544 is a nonentity, on account of there being no space assigned to them in the Journal, I will endeavor to undeceive them. We are doing fairly well considering the hot weather. We have never been without a quorum on meeting nights since we have been a Division. I am sorry to say, however, that some of the brothers are not coming out as they should. As our neighboring Division correspondent at Bowling Green, 133, says, I don't think that we should leave the Division welfare in the hands of a loyal few, but should turn out en masse and lend a helping hand. We have one of the largest, most spacious Division rooms in Kentucky, equipped with electric fans which makes it very endurable. I feel like congratulating my brother correspondents for their general contributions to the CONDUCTOR last month. I for one enjoyed their writings very much, especially Brother Bill Davis' glowing description of his trip to the Thirty-second Grand Division at Boston and the electric engines. I can vouch for his statement as to their speed as our delegate, another visiting brother, and myself, rode out of New York behind one as far as High Bridge. I think they go from 42nd street to 125th street in ten minutes and the squares in New York are a few feet longer than they are in my town. I wish Brother Davis had described the beautiful scenery along the Hudson. It certainly is grand. I had the honor of meeting Brother Davis at Boston and also have his picture along with many others that were taken near the Ford building and state house. The picture is about six feet long. Any one desiring one can obtain it from the Folk Photo. Co., 276 Tremont street, Boston, Mass., for \$2.00.

W. M. WHITAKER.

# Legal

## Legal Decisions of Interest to Railroad Men.

### Railway Accident Case

FROM THE "LAROUR GAZETTE," OTTAWA, ONT.

An appeal to the Ontario Court of Appeals from the findings of a jury in favour of the plaintiff, the widow and administratrix of J. B. M., in an action to recover damages for his death resulting from the alleged negligence of the defendants. The deceased, aged about 45, had been employed by defendants as yard foreman at Allandale, near Barrie, and on the night of 28th of July, 1907, was struck and killed by an engine shunting in the yard under his directions. The negligence complained of was that the engine, in charge of one E., the engineer, had been moved forward without warning of any kind, and without having received the proper signal and that there was a defective system of carrying on shunting operations at the yard. The jury found that the defendants were guilty of negligence causing the accident, in that the all-night hand signal was not observed, and also in not ringing the bell and blowing the whistle; that there was no contributory negligence on the part of the deceased, who lost his life through the negligence of the engineer in charge of the engine; that the system of moving trains by the yard engine was negligent, by moving trains around the "ducket" (the signal cabin) without proper signals, and for not ringing the bell and blowing the whistle. Damages assessed at \$2,000 at common law and at \$1,800 under the statute.

The night was dark. The only persons who could have seen what occurred were B., the signalman, E., the engineer, W., the fireman, and H., the helper. E. died before the trial; W. was busy firing and knew little or nothing about the matter; H., who apparently was in the best position to ob-

serve what happened, was not called; so that plaintiff's case rested almost entirely on B's evidence. Defendants called no witnesses. In a careful analysis of the evidence (too lengthy for publication here) Garrow, J. A., for the Court, was of opinion that there was no evidence reasonably to justify a finding of negligence against the defendants. The Company's rule 190 states that "the engine bell must be rung before an engine is moved." The Court was of opinion that this rule was not intended to apply to what may be called, as this was, a continuous operation. "Why should the bell be rung in the middle of a shunt to inform the man in charge of operation, as deceased was, that the engine is about to advance as directed by himself? He had evidently given all the directions he had intended to give; he had opened and left the switch when B. saw him turning his back upon the train and moving off diagonally across the track towards the place of ultimate destination. In the circumstances the only possible interference is, that he knew the train was about to advance, that he intended it to advance, and that he was in no way misled or deceived by the bell not having been rung or the whistle sounded, both things he knew it was not customary to do at such a stage in such a noperation. Nor had the printed instructions as to the hand-signal anything to do with the matter." B's interpretation of such instructions, understood by every one, seemed reasonable, and was no doubt the one intended by defendants. Appeal allowed and action dismissed with costs.

McDonald v. Grand Trunk R. W. Co., 14 Ont. Weekly Reporter, 303.



# Forum of Train Rules

Edited by Geo. E. Collingwood.

Differences of opinion as to wording and meaning of train rules and orders have always existed. This Department is edited by a practical train dispatcher of wide experience, and a student of the subject. No member should, however, permit any opinion expressed in these columns to influence him to depart from the rules or established customs of the road on which he is employed.

## Notice.

In submitting questions to this department the editor requests that whenever possible the letters of the alphabet be used in their regular order to designate stations as they follow in sequence, as the situation is much more easily understood by our readers than when station names are used.

## Durant, Miss.

Will you please give your ruling on the following order in the next issue of the CONDUCTOR, and settle a difference of opinion for us? All are first-class trains. No. 234 is moving in superior direction.

"No. two thirty-four (234) Eng. 1169 will take siding and meet first No. two hundred and three (203) Eng. 733 at Fentress and will meet second No. two hundred and three (203) Eng. 1734 at Sturges."

Some claim if the order had said No. 234 take siding and meet first No. 203 at Fentress and second No. 203 at Sturges, that second No. 203 would have had a right to hold main line; but as the order read, "and will meet second No. 203," that second No. 203 must take siding, as the words "and will" give No. 234 the right to hold main line.

Div. 304.

ANSWER—Under the wording of the order my opinion is that No. 234 would side track for first No. 203 only. The take siding and meet applies to first No. 203 and the "will meet" applies to second No. 203, leaving the time-table rules to govern in regard to side tracking at the meeting point.

The practice of putting the take siding provision in the first portion of an order is a poor one and in many cases leads to misunderstanding. By putting the provision at the bottom of the order it can be made clear; take for example the order under discussion—if it had read as follows, there could have been no doubt as to its exact meaning: "No. 234 will meet first No. 203 at Fentress and second No. 203 at Sturges, No. 234 will take siding for first No. 203."

## San Bernardino, Calif.

Please give answer in the CONDUCTOR on the following order:

Order No. 1. "Eng. 954 will run extra A to D; will take siding and meet Ex. 1630 south at B, and meet Ex. 1638 south at C."

Should Ex. 954 take siding at both places or just at B? Don't the words "take siding" have the same bearing on the second meet as on the first? A. T. GILMORE.

ANSWER—See the answer given to Division 304 in this issue.

## Carbondale, Pa.

Please give answer in the CONDUCTOR on the following movement of trains: No. 7 is superior to No. 52. D is the schedule meeting point. First No. 52 gets clearance at A and in meantime dispatcher learns No. 7 is going to be a little late, so when second No. 52 is ready to leave they get right of track over No. 7 A to D. They find first No. 52 in blind siding at C, waiting for No. 7, not having time to make D for No. 7. Some claim the road would be tied up, as second No. 52 could not run around first No. 52, or if they did they would not have anything over No. 7. I claim No. 7 could go until they met first No. 52 and then get in the clear for second No. 52, as there is no second section until they meet first No. 52.

W. G. E.

ANSWER—In a case of this kind much depends upon the rules; if you are working under new Rule 94, then second No. 52 can take first No. 52 from C to D ahead of them on the right which they hold over No. 7, because this new rule states that when a train unable to proceed against the right (train order) or schedule (time-table authority) of an opposing train is overtaken between telegraph stations by an inferior train or a train of the same class which has right (train order) or schedule which permits it to proceed, the delayed train may, after proper consultation with the following train, precede it to the next telegraph station, where it must report to the train dispatcher. But if you are not working under this new rule then No. 7 may proceed until they meet first No. 52, as the second section has no authority ahead of the signals which are displayed for them, neither can they pass the first section and retain their identity as second section and, under the rules, No. 7 being superior to first No. 52 and having the assurance that second No. 52 cannot pass the first section or take them ahead of them, may proceed until they meet first No. 52 when they will get clear for the second section. A right of track order is used simply to reverse the rights

of trains and second No. 52 holding a right of track order is superior to No. 7, but such superiority cannot be used ahead of the first section. It is the same case as when there are two sections of No. 7 and No. 52 is given right of track over first No. 7 say A to E, No. 52 in such a case is superior to first No. 7 by right, but second No. 7 is superior to No. 52; however, second No. 7 cannot use their superiority ahead of the first section and No. 52 has the full right of the rules to proceed to E or until they meet first No. 7, when they must get clear for second No. 7.

### Proctor, Minn.

Please give me your opinion on the following orders. No. 6 is a first-class train. Order No. 4 received at 3:56 a. m., which reads:

"No. 6, Eng. 103, will run 40 minutes late A to B, 35 minutes late B to C, 30 minutes late C to D."

At 5:30 a. m. we received order No. 7, which reads:

"No. 6, Eng. 103, will run 45 minutes late A to B, and 40 minutes late B to D."

Should order No. 4 be annulled, or the word instead used in order No. 7?

M. T. C.

ANSWER—It is not considered necessary to supersede a run late order when the second order given requires that the train run later than the time stated in the first order as is the case in the example under consideration. The reason that it is not necessary is that both orders can be fulfilled. That is, order No. 4 is fulfilled when No. 6 is at A, but they hold order No. 7 and that order is not fulfilled until they are 45 minutes late, so No. 6 cannot leave A until they are 45 minutes late, and by leaving 45 minutes late they can fulfil both orders without any danger. In the case of an inferior train the situation is somewhat different, although trainmen all understand it and so far as we are aware there has been no misunderstanding. At the most, nothing could come from it more than a delay if the explanation following the example was strictly obeyed. The explanation requires that the inferior train run with respect to the time stated the same as before required to run with respect to the regular schedule time and in case of an inferior train, holding the two orders under discussion, they would be required to clear both times and the only way they could do it would be to clear the lesser time, that is if they lived strictly up to the terms of the order they would be required to clear the

time in order No. 4. But the practice is to disregard the lesser time and use the greater time as long as that remains in effect. It was the evident intention of the framers of the Standard Code that the first order should be annulled in such cases, but in actual practice it is seldom done.

### Memphis, Tenn.

I have never been able to understand that part of the standard rules which considers all sections of a train as having the same right as the leading section. That is, how the second or following section of a train may move against superior trains on an order to meet a train which is named by its schedule number. Say No. 2 (superior by direction) met No. 3 at C, and after the order was put out and it was decided to run other sections of No. 3, my understanding of the standard rules would hold No. 2 at C for all sections of No. 3. Would it be proper for second No. 3 to accept an order that No. 2 meet No. 3 at C? If so, how about accepting an order not addressed as the rules require?

A. C. MULFORD.

ANSWER—Rule 204 requires that train orders be addressed to those who are to execute them and you therefore argue that an order addressed to "No. 3" could not be accepted by second No. 3, and, if there was no other rule concerned your argument would be sound; but the fact is, Rule 218 specially provides that in such cases all sections are included. It reads as follows: "When a train is named in a train order by its schedule number alone, all sections are included and each must have copies delivered to it." So you will note that in such cases rule 218 makes the schedule number, when named in a train order, include all sections. That is, the address would include all sections and also the word number 3 in the body of the order would include all sections, so that the order you mention would be considered and acted upon as if it read, (C. & E., all sections No. 3) "No. 2 will meet all sections of No. 3 at C." This would give second No. 3 or any section full authority to use the order the same as though the order designated each section by its section number. This is a case where the general rule requires that orders be addressed to those who execute them while a special rule provides that under certain conditions an order will be considered as being addressed to the train which is required to use it, thus making an exception without the violation of any rule.



# Official Changes

R. F. Brown has been appointed trainmaster of the Argentine Central, with office at Silver Plume, Colo.

J. Munday, previously acting superintendent, has been appointed superintendent of the Trinity & Brazos Valley.

W. H. DeWitt has been appointed superintendent of the Missouri & North Arkansas, with office at Leslie, Ark.

A. N. Lyon has been appointed acting superintendent of the Kanawha & Michigan, with headquarters at Charleston, W. Va.

C. W. Dodson has been appointed general superintendent of the Memphis, Paris & Gulf road, with headquarters at Nashville, Ark.

J. N. Haines has been appointed trainmaster of the Lehigh Valley, with office at Auburn, N. Y., vice W. D. Vincent, resigned.

T. M. Barrett has been appointed assistant general manager and general superintendent of the Asherton & Gulf, with office at Asher, Tex.

C. A. Vermillion, formerly with the Missouri Pacific, has been appointed trainmaster of the Spokane, Portland & Seattle, with office at Vancouver, Wash.

R. H. Allison has been appointed trainmaster of the Peoria & Eastern division of the Big Four system, with office at Indianapolis, vice T. J. Hayes, transferred.

W. F. Phillips has been appointed trainmaster of the Bay City division of the Michigan Central, with office at Bay City, Mich., succeeding E. L. Davis, resigned.

August Syverson has been appointed trainmaster of the Iowa division of the Chicago & Northwestern, with office at Council Bluffs, Ia., succeeding C. T. Boone, promoted.

Virgil Walker has been appointed trainmaster of the Norfolk & Southern, with jurisdiction over the Pamlico, Beaufort and Raleigh divisions and branches, succeeding M. H. McCabe, resigned.

R. E. Nelson, formerly general yardmaster for the Trinity, Brazos Valley at Teague, Tex., has been appointed terminal trainmaster for the Houston Belt & Terminal Company at Houston, Tex.

O. H. Wilson, trainmaster of the Eastern division of the Louisiana Railway & Navigation Co., has been transferred as trainmaster to the Western division, with office at Shreveport, La., succeeding W. A. McCloud, resigned. R. B. Foss succeeds Mr. Wilson, with office at Baton Rouge, La.

F. E. Willard has been appointed trainmaster of the Tacoma Eastern, with headquarters at Tacoma, Wash.

J. B. Gilmer has been appointed assistant to the general manager of the Texas Central, with office at Waco, Tex.

H. A. Coomer has been appointed acting superintendent of the New Mexico Central, with office at Santa Fe, New Mex.

J. D. Finnegan has been appointed superintendent of the St. Louis, Brownsville & Mexico, with office at Kingsville, Tex.

D. L. Meloy has been appointed acting assistant superintendent of the Gila Valley, Globe & Northern, with office at Globe, Ariz.

W. Bollons has been appointed superintendent of the Oregon Railway & Navigation, Oregon division, with office at Portland, Ore.

S. C. Oliver has been appointed superintendent of the Birmingham & Atlantic, with office at Talladega, Ala., vice Geo. Dunglinson, resigned.

C. H. Beatty, formerly superintendent of the Nevada Northern, has been appointed superintendent of the Salt Lake & Ogden, vice John Reed, resigned.

W. B. Harrison has been appointed trainmaster of the Wisconsin, Minnesota & Pacific division of the Chicago Great Western, with office at Red Wing, Minn.

F. G. Faulkner, chief train dispatcher of the St. Louis & San Francisco at Newburg, Mo., has been appointed assistant superintendent, with office at Newburg.

C. H. Huddleston has been appointed superintendent of the Missouri, Kansas & Texas, of Texas, with office at Trinity, Tex., succeeding A. M. Acheson, promoted.

C. G. Fluhr has been appointed trainmaster of the First district, Arizona division of the Atchison, Topeka & Santa Fe, with office at Needles, Ariz. W. Mathie has been appointed trainmaster of the Second district, Arizona division, and of the Barnwell district, including Barstow terminal.

W. R. Armstrong, assistant superintendent of the Oregon Short Line at Nampa, Idaho, has been appointed acting superintendent of the Montana division, with office at Pocatello, Idaho, succeeding G. H. Olmstead, granted leave of absence, and the office of assistant superintendent at Nampa has been abolished. J. P. Folger, trainmaster at Kemmerer, Wyo., has been transferred to Nampa, and J. W. Husted succeeds Mr. Folger.

# Mentions

Brothers—When writing to the CONDUCTOR, or, in fact, to any department, be sure to give your DIVISION NUMBER and STATE. You have no idea what an amount of work it will save us, and it is such a little thing for you to do.—Ed.

The secretary of Division 522, who is A. J. Hall, Box 424, Pratt, Kans., desires knowledge of the present whereabouts of Wm. Swimm.

Brother E. J. Cavanaugh, 517 Quincy Building, Denver, Colo., is desirous of learning the present whereabouts of H. R. Jaycox, formerly a member of Division 409.

553—SHERMAN, Sherman, Tex., every Sun., 2 p. m., Labor hall.  
W. R. Siddell, 724 Grand St.....C  
H. H. Reed, 922 N. Willow St.....S

Organized August 1, by Deputy R. T. Arthur, with fifteen charter members.

Would be glad to have some good brother send us a copy of the New York or Chicago American containing a poem written by Ella Wheeler Wilcox—think it was in a July issue—entitled "A Brave Man."

Brother Chas. Hilton, 4207 Holly St., Kansas City, Mo., is very anxious to learn the present whereabouts of his son, Earl J. Hilton, who left home July 19. He is fifteen years of age, height 5 ft. 4 inches, weight 110 lbs., brown hair and blue eyes, upper front teeth gold filled.

The following Division cards have been lost or stolen; if presented, please take up and forward to this office:

CARD NO.	WRITTEN FOR	DIV.
10526.....	Sam Dodson .....	55
17992.....	Jas. Lester .....	137
703.....	J. H. Sudderth.....	139
16619.....	J. H. Carr.....	175
5709.....	C. Rain .....	196
5757.....	W. D. Williams.....	196
10641.....	H. O. Taylor.....	228
18739.....	J. F. Cain.....	246
9733.....	Geo. Stewart .....	277
14906.....	W. S. Emmet.....	312
844.....	C. F. McHarge.....	318
10140.....	F. Picotte .....	371
2606.....	W. I. Taylor.....	400
8549.....	G. H. Price.....	432
12492.....	R. I. Craig.....	436
3312.....	Jas. Cullingham.....	503
22433.....	W. A. Randle.....	537

Remittance slips bearing changes of address for the M. B. D. will not apply to address for THE RAILWAY CONDUCTOR unless so specified by letter accompanying. *Always give your Division Number* when writing to THE RAILWAY CONDUCTOR.

Glad to announce that Brother F. Livermore, chief conductor of Division 421, has been appointed joint agent of the Ft. Worth & Denver City and the Colorado & Southern, at Texline, Tex.

In the August number of THE RAILWAY CONDUCTOR a mistake in the initials of Brother Pinney, chairman of the Chicago Council, was made. The name should have read C. A. Pinney instead of E. A. Pinney. Brother Pinney advises that the work of the Chicago Council is progressing very satisfactorily and that much good is being accomplished.

## Suspended Meetings

Division 3, St. Louis, Mo., will hold regular meeting on the fourth Sunday only in September.

Division 12, Scranton, Pa., will dispense with its first regular meeting during September and October.

Division 23 has annulled regular meeting on the third Sunday of September.

Division 43, East Syracuse, N. Y., will hold no regular meetings during September.

Division 44, Denver, Colo., will resume holding regular meetings on September 13.

Division 58, Cedar Rapids, Iowa, will omit regular meetings until the fourth Sunday in September.

Division 59, Texarkana, Ark., will omit regular meetings until the third Tuesday in September.

Division 61, La Crosse, Wis., will hold no regular meetings until September 19.

Division 91, Portland, Ore., will hold regular meeting on the fourth Sunday only in September.

Division 92, Terre Haute, Ind., will suspend the second regular meeting in September.

Division 105, Meridian, Miss., will omit all regular meetings in September.

Division 118, Kankakee, Ill., will suspend the first regular meeting in September.

Division 155, Syracuse, N. Y., will hold no regular meetings until September 19.

Division 182, Jackson, Mich., will hold no more regular meetings until September 19.

Division 227, Lincoln, Neb., will omit their first regular meeting in September.

Division 231, Vicksburg, Miss., has cancelled regular meetings during September.

Division 265, Chanute, Kans., will omit regular meetings until September 26.

Division 310, Mobile, Ala., will omit all regular meetings in September.

Division 336, Duluth, Minn., will hold regular meetings on the second Sunday in September.

Division 390, Hoisington, Kans., will not hold any regular meetings until the fourth Sunday in September.

Division 391, Long Island City, N. Y., will omit their first regular meeting in September.

Division 413, Boston, Mass., will dispense with the first meeting in September.

Division 446, Atlantic City, N. J., will hold no regular meetings until September 26.

Division 472, Fairmont, W. Va., will suspend its second regular meeting in September.

Division 503, Los Angeles, Calif., will hold regular meeting on the fourth Sunday only in September.

Division 507, Teague, Tex., will hold regular meetings on the second and fourth Sundays only in September.

Division 517, Dickinson, W. Va., will hold regular meeting on the second Sunday only in September.

### The Knocker's Creed

Man comes into the world without his consent, and leaves it against his will. During his stay on earth, his time is spent in one continuous round of contraries and misunderstandings. In his infancy he's an angel; in his boyhood he's a devil; in his manhood he's everything from a lizard up; in his duties he's a dam fool; if he raises a family he's a chump; if he raises a check he's a thief, and then the law raises hell with him; if he's a poor man, he's a poor manager and has no sense; if he's rich he's dishonest, but considered smart; if he's a politician he's a grafter and a crook; if he's out of politics you can't place him, as he is an undesirable citizen; if he goes to church he's a hypocrite; if he stays away he's a sinner; if he donates to foreign missions, he does it for show; if he doesn't he's stingy and a tight wad.

When he first comes into the world everybody wants to kiss him; before he goes out they all want to kick him. If he dies young there was a great future before him; if he lives to a ripe old age, then, of course, he's living to save funeral expenses.

LIFE'S A DAM FUNNY THING, ISN'T IT?—*Our Journal.*

### Going Some

All speed records between St. Paul and Chicago have just been reported broken by one of the fastest runs ever made by any railway between the two cities. The run was made on the Northwestern line on Tuesday, August 17. A special train left the Union Station, St. Paul, at 8:12 a. m., arriving at the Wells street station, Chicago, at 3:36 p. m., a total of seven hours, and twenty-four minutes for 407 miles, including the necessary stops and delays incident to the run. Some very fast time was made at different stages of the journey, the run from St. Paul to Elroy, a distance of 194 miles, being made in 189 minutes' actual running time, and the distance between Elroy and Madison, seventy-four miles, being covered in seventy-eight minutes.

### The German Merchant Marine

Not less remarkable than the rise of the German military and naval power within the past half century has been the growth of her merchant marine. Though the former is too well known to need comment, the latter is by no means sufficiently appreciated. The policy of Germany, particularly under her present ruler, has been toward the building up of a great navy. To him, this has seemed so essential to the highest welfare of his country that he has been willing to sacrifice anything, except his army, for it. And it must be admitted that such a policy is no mere whim, but is rather a natural consequence of the imperial desires of the German people and of their determination not to take second place among the nations of the world. Such ambitions may be unwise, may be too expensive luxuries, but they are nevertheless facts to be reckoned with. It is, therefore, reasonably sure that for some time at least Germany will attempt to maintain a first-class navy.

But among the things made clear by the history of nations is that a first-class navy cannot be maintained for long without a strong merchant marine. Nor is it strange that such should be the case, for the taxpayers of a nation will not very long support the burden of a first-class navy unless they have a large merchant marine to be protected by it. Furthermore, an effective navy, and no navy is first-class if it is not effective, demands the existence of a large merchant fleet as a training school for its seamen. This has recently been well illustrated in the achievements of the Spanish and, more recently still, the Russian navy. Battleships and torpedo boats do not make a navy. Any wealthy nation can purchase them, but a national aptitude for the sea is not so easily purchased. Its acquisition usually results only from a faithful apprenticeship upon the carriers of commerce. —Edwin Maxey in the *August Forum*.

### Not All Behind the Footlights are "Actresses"

The newspapers and magazines are, to a large extent, responsible for the fame of deserving players, and they are chiefly to be blamed for the unfortunate lack of distinction between the various ranks of players, declares Mabel Taliaferro in "Success Magazine." Experience seems to have taught them that it is more profitable to flash up the misdoings of theatrical folk than it is to spread broadcast the even worse misconduct of men and women in the other walks of life. That is why, I suppose, the public is constantly fed with the news that this or that woman of the stage has been divorced; that this actress has been in a cafe quarrel; that Miss So and So of Such and Such a theater has been sued for her hotel bill, and that a pretty girl who does nothing more serious than carry a spear in the front rank of a Broadway chorus has been instrumental in separating some husband from his wife.

Every once in a while there is a tremendous scandal in the high life of society. There is a great deal more such scandal than the reading public knows. There is a great deal less such scandal in theatrical life than the newspaper reading public believes. Probably this is because newspaper readers prefer the theatrical to the society brand of scandal. And yet there must be quite as much news, and quite as much romance in the love affairs and the everyday life of a society bride as there is in the up-and-down existence of an eighteen-dollar-a-week "actress."

### The Great Gunnison Tunnel

When President Taft late this summer opens the Gunnison tunnel, on the western slope of the Colorado Rockies, he will mark the completion of the most spectacular project undertaken by the government under the Reclamation Act.

The Uncompahgre project, as this stupendous irrigation feat is known, will reclaim more than 150,000 acres of land in the Uncompahgre Valley, water from the Gunnison river being diverted, through a six-mile tunnel, under a 2000-foot mountain, to make the reclamation possible. The project is fifth in importance among the twenty-seven irrigation works begun by the government under the Reclamation Act, figuring the number of acres to be reclaimed. It is third in cost, it being estimated that the expense of constructing the tunnel and the necessary canals will amount to nearly \$4,000,000. It is the first of the larger projects to near completion, and it has been visited by irrigation experts from foreign governments, who have been amazed at the natural difficulties that have been overcome.

The situation that has made necessary the Gunnison tunnel is peculiar in the ex-

treme. For thirty miles the Gunnison and Uncompahgre rivers are parallel, separated by low-lying mountains and high mesas. The Gunnison is one of the large rivers of Colorado and has a tremendous natural flow which is little diminished during the hot months of summer. The river flows through a narrow valley, however, which offers little opportunity for the rancher, even in its widest vistas. Generally the Gunnison roars and foams at the bottom of deep, rocky canyons. The longest of these is the celebrated Black Canyon of the Gunnison, which is traversed part way by the Denver & Rio Grande railroad. A long stretch of this canyon, however, has defied the hardy engineers of the railroad service. It is a narrow gorge, whose cliffs rise perpendicularly to a height of 2,000 feet. This gorge is hardly 100 feet across at the top, in places, showing how abruptly it drops to the foaming river 2,000 feet below. This part of the Black Canyon has been traversed only once, when A. L. Fellows and a party of government hydrographers and topographers risked their lives by making the survey of the Uncompahgre irrigation project.—From "Watering the Uncompahgre Valley," by Arthur Chapman, in the *American Review of Reviews* for August.

### Something to Laugh at

Next to a kiss a laugh is the most popular thing in the world. The supply of kisses is limited, being largely controlled by a fair but capricious trust. The supply of laughs, however, is practically unlimited so long as you don't get too grumpy to look for them. One reason for the remarkable success of The Chicago Record-Herald is its daily recognition of the value of kindly, wholesome fun. The "Alternating Currents" column of S. E. Kiser, the humorist and poet, is one of the brightest things in American journalism. There is always a smile or a good laugh in Ralph Wilder's cartoons, bringing a cheery greeting as you pick up the paper each morning.

But it is in The Sunday Record-Herald that one finds the most chuckles. The colored comic section is full of laughter for young and old, and these amusing illustrations are free from the vulgarity and mischievous suggestions that have barred so many comic sections from refined homes. Then there is always a lot of high-class humor in the Sunday Magazine of The Record-Herald, led by Sewell Ford's inimitable Shorty McCabe stories. The delectable Shorty, we understand, is to appear every other Sunday throughout the present year. No other character in fiction, unless it be Mr. Dooley, can match him as a funmaker. As long as Shorty and his devoted Sadie are on deck there will be something worth living for. The Record-Herald has the right idea. Clean humor doubles the welcome of a good newspaper.

## The Trail

BY SARAH HINKS.

Oh sing me a song of the fair young day,  
With a merry sweet wind and keen;  
Of a valley of mist and a mountain height,  
Of a trail that is long and a pack that is light,  
Of a laugh and a heart serene.

And sing me a song of a fragrant noon  
By the hush of a gold-pierced stream,  
Where the sun-splashed green of the birches  
weaves  
A swaying fathomless sea of leaves  
All a-quiver with whispered dream.

And sing me a song of a starlit ridge,  
Of the sweep of an infinite night,  
When the rustle and breath of the wind's quick  
sigh  
From the heart of the wild shadow-dark slips by  
To the glee of a madwinged flight.

So sing me a song of a quiet camp,  
And a bed of the green boughs deep,  
Of the candle flare and a snapping fire,  
The still white peace and a half desire  
For a star in the dawn—and asleep.

—*The Vassar Miscellany.*

## The Poet's Grave

BY JOHN S. MILLER, JR.

Let none of you who linger by this way  
Look down upon these moss-soiled stones and say,  
"Alas! alas! how death must argue still  
That dust is only dust and clay but clay!"

But climb a little farther up the hill,  
And looking out across the dark-robed lands  
Toward where the west wind and the north join  
hands,

Whisper it softly to the hills and skies,  
That underneath these leaves a lover lies,  
Whose bride was all this wondrous world of ours;  
A brother to the trees and stars was he,  
Who wandered through life's garden spirit-free,  
And drank the perfumes of its richest flowers.

—*The Harvard Monthly.*

## A Mermaid's Song

BY JESSIE LAUREL SULLIVAN.

Lulled by a sea-tune's haunting ring,  
Rocked in the billow's ceaseless swing,  
By the sunless light of the cold green sea,  
In a moss-hung cave, life came to me.

My breast is wet with night's damp dew;  
My heart is neither false nor true;  
Unlike the dull-lived child of land,  
These joys await my heart's command:

The white flash of a sea-gull's wing,—  
The sea sound of a buoy's ring,—  
Salt tides that surge in deep sea caves,—  
Light crisping foam and skipping waves,—

Where sea anemones palely blow,  
And wide-eyed fish glide to and fro,  
Immune to pain, I dance forever,  
A shadow of life, on the deep-sea heather.

—*Smith College Monthly.*

## Legend of the Passion

BY J. EMMET GAUGHAN, '12.

Upon the cross the Savior hung,  
His head crowned with a thorny wreath,  
And from the ground just underneath  
A lowly flower sprung.

It looked up toward the darkened sky,  
The petals all, with one accord,  
In sorrow drooped to see their Lord  
Thus piteously die.

The snow-white blossoms opened wide,  
And while his blood did freely flow  
One drop fell on the flower below—  
One drop from out his side.

And ever since that awful hour,  
The hammer, nails, and crown of scorn,  
In crimson outlines still adorn  
The gentle Passion Flower.

—*Georgetown College Journal* (Washington, D. C.)

### English Judges Act as Detectives

Jesse Macy, writing on English courts in the September McClure's gives the following remarkable story of the painstaking work of English judges:

"In so fair and just a court it is exceedingly rare for an innocent man to be condemned; nor is it easy there for the guilty to escape. The skill of the judge in detecting guilt was shown in the conduct of another case from Birmingham. Several men were indicted for riot. They concocted an elaborate scheme to prove an alibi. The ordinary false testimony for that purpose is usually detected by lack of agreement among the witnesses as to details. In this instance there was much detail, but perfect accord. The evidence for the prosecution was weak and unconvincing. Experienced attorneys saw no alternative to an acquittal; but the judge seemed possessed of a suspicion. Among the many witnesses for the defense was a little girl about ten years old. The judge ordered her to be brought back. Entering into familiar conversation with the child, he gradually led her to talk of her experiences in connection with the coming to court. Thus he won from her the artless story of the training to which she had been subjected, to fit her for the part she was to play, together with the names of those who had taught her to testify as they wished. These were among the witnesses already examined. They were recalled, one by one, and the skilful questioner drew from them the confession that they had formed a plot to deceive the court by spending an evening together, so that they could all testify to the same events and all tell the truth, the only false statement being the bare fact of date."

### Charity Versus Justice

Stephen S. Wise, in the Pacific Monthly for September, says that "Charity is applied religion. Religion that is not applied is not religion. Charity is the heart of religion and the religion of the heart. Charity is that high morality, which is the 'science of minimizing human misery.'"

"Religion is the root of the tree of life. Charity or social service must be its fruit. We can have no fruit without root, but we would have no tree of life that were all root or trunk, and that yielded neither blossom nor fruit. It may be true, as has been said, that social science or service cannot take the place of religion, but it is not less true that religion cannot be without social service. Social teaching and religion are not to be substituted for each other. The social message of our day needs the last and largest uplift of religion, as truly as religion needs to be rehumanized and re-socialized."

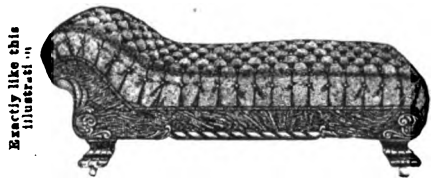
### SPECIAL NOTICE

to Readers of the **Railway Conductor**  
Send us your name and address and we will send you this magnificent, guaranteed

**Empire Leather Couch**  
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and on terms:

**NO CASH PAYMENT  
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We show 275 exclusive specialties in Furniture, made at our own Factories and sold on Approval at Wholesale Prices, exactly in the same manner as the couch shown in this advertisement.

**EMPIRE FURNITURE MFG. CO.**

56 West 32d St., New York, N. Y.

This Advertisement Must Be Enclosed With The Order  
Railway Conductor, Sept.

During the year ending June 30, 1909, the Burlington system operated its passenger trains without killing a single passenger. As far as reported this record has been equalled by only one other system, the Pennsylvania.

The records of the above named railroads seem to indicate that the extension of the block signal system and improved track maintenance are producing splendid and satisfactory results. Let us "knock on wood" and hope for similar records on other lines of road. Men in train and engine service should contribute their share in this work. Constant vigilance should be the watchword all along the line.

# Mortuary Record

ANDERSON—Brother A. S. Anderson, Division 436, Chihuahua, Mex.  
BRAZEL—Brother T. Brazel, Division 317, New Haven, Conn.  
BONTER—Brother G. W. P. Bonter, Division 119, Ft. Wayne, Ind.  
COLE—Brother W. A. Cole, Division 225, Hornell, N. Y.  
DOX—Brother T. H. Dox, Division 373, Green Bay, Wis.  
DAVENPORT—Brother A. R. Davenport, Division 44, Denver, Colo.  
DODDS—Brother T. H. Dodds, Division 40, St. Paul, Minn.  
ELLIOTT—Brother J. C. Elliott, Division 98, Montgomery, Ala.  
ESTEP—Brother W. H. Estep, Division 281, Pittsburg, Pa.  
FOSS—Brother R. S. Foss, Division 157, Boston, Mass.  
GEORGE—Brother H. N. George, Division 160, Wilkes-Barre, Pa.  
GRIMSLEY—Brother C. J. Grimsley, Division 386, East St. Louis, Ill.  
GODSIL—Brother W. Godsil, Division 216, Ottumwa, Iowa.  
GUSTASON—Brother C. G. Gustason, Division 259, Fond du Lac, Wis.  
HUNDLEY—Brother B. T. Hundley, Division 414, Whitefish, Mont.  
HUNTER—Brother W. A. Hunter, Division 336, Duluth, Minn.  
HOLDWORTH—Brother M. M. Holdworth, Division 122, Boston, Mass.  
HARWOOD—Brother J. T. Harwood, Division 108, New Orleans, Miss.  
HOWARD—Brother J. T. Howard, Division 368, Argentine, Kans.  
HESKEY—Brother J. B. Heskey, Division 433, Pitcairn, Pa.  
HEWITT—Brother W. H. Hewitt, Division 406, Monmouth, Ill.  
HILL—Brother C. A. Hill, Division 102, Grand Rapids, Mich.  
JAMISON—Brother T. Jamison, Division 242, North Bay, Ont.  
JOBE—Brother W. J. Jobe, Division 186, Birmingham, Ala.  
KELLEY—Brother T. Kelley, Division 160, Wilkes-Barre, Pa.  
KELLEY—Brother C. M. C. Kelley, Division 524, Kingston, N. Y.  
KELLEY—Brother M. Kelley, Division 426, Dunmore, Pa.  
KELLY—Brother D. Kelly, Division 117, Minneapolis, Minn.  
MANSUR—Brother G. W. Mansur, Division 413, Boston, Mass.  
MCDOWELL—Brother R. McDowell, Division 144, Derry Sta., Pa.  
MCFADDEN—Brother F. McFadden, Division 197, Staples, Minn.  
NASH—Brother F. Nash, Division 421, Amarillo, Tex.  
PARKER—Brother H. Parker, Division 41, Blue Island, Ill.  
REA—Brother C. E. Rea, Division 381, Evansville, Ind.  
SEARLES—Brother T. A. Searles, Division 40, St. Paul, Minn.  
SLOCUM—Brother A. M. Slocum, Division 137, Osawatomie, Kans.  
SPANN—Brother C. H. Spann, Division 398, Del Rio, Tex.  
TEFFT—Brother J. P. Tefft, Defunct Division 30.  
VAN GILDER—Brother G. H. Van Gilder, Division 76, San Antonio, Tex.  
WILLCOX—Brother J. W. Willcox, Division 506, Fitzgerald, Ga.

---

CONWAY—Wife of Brother E. S. Conway, Division 261, San Luis Potosi, Mex.  
HECKMAN—Wife of Brother J. J. Heckman, Division 325, Grand Junction, Ore.  
MCDOWELL—Mother of Brother J. B. McDowell, Division 57, Ft. Worth, Tex.  
MCQUEEN—Father of Brother T. M. McQueen, Division 139, Knoxville, Tenn.  
MCGEE—Sister of Brother D. McGee, Division 516, Norristown, Pa.  
MCNEIL—Wife of Brother J. B. McNeil, Division 53, Denison, Tex.  
STANBERY—Wife of Brother S. G. Stanbery, Division 396, Longview, Tex.  
TOWNER—Father of Brother A. A. Towner, Division 378, Washington, D. C.  
TRAVERS—Wife of Brother F. A. Travers, Division 55, Kansas City, Mo.

## ORDER OF RAILWAY CONDUCTORS OF AMERICA

## General Information Relative to Mutual Benefit Dept.

Assessment No. 505 is for death of W. H. Hewitt, August 21, 1909, and No. 506 is for death of Thos. H. Dodds, August 21, 1909. See Article 13, Laws Governing Mutual Benefit Department.

## BENEFITS PAID FROM JULY 1 TO JULY 31, 1909.

Ben. No.	NAME	DIV.	CERT. NO.	SERIES	AMOUNT	FOR	CAUSE
5456	W. A. Stickney	111	5310	B	\$ 2000	Death	Dysentery
5457	A. D. Finch	285	3279	C	3000	Death	Apoplexy
5458	F. E. Oster	280	2854	C	3000	Dis.	Loss of Foot
5459	M. Mullins	8	4584	B	2000	Death	Diabetes
5460	J. B. Aiken	86	665	C	3000	Death	Cancer
5461	D. H. Bowers	139	8753	A	1000	Death	Tubercular Meningitis
5462	E. L. Rust	392	6409	B	2000	Death	R. R. Accident
5463	D. L. McNamara	285	6524	B	2000	Death	Apoplexy
5464	W. J. Rushton	214	2923	A	1000	Death	Cerebral Hemorrhage
5465	G. I. Baltazor	96	6392	A	1000	Dis.	Loss of Leg
5466	C. E. Elder	57	11861	A	1000	Death	Gun Shot Wound
5467	R. A. Elzbeck	1	2355	B	2000	Death	Heart Trouble
5468	E. W. McKey	26	9705	B	2000	Death	Acute Pulmonary Congestion
5469	A. W. Morris	358	13062	B	2000	Dis.	Loss of Foot
5470	T. B. Flood	278	4091	A	1000	Death	Bright's Disease
5471	C. F. Shaub	191	5675	B	2000	Dis.	Loss of Arm
5472	I. E. Ray	127	16618	B	2000	Death	R. R. Accident
5473	F. Hart	48	3382	C	3000	Death	Bright's Disease
5474	A. E. Tinney	290	6223	C	3000	Death	Tubercular Peritonitis
5475	W. H. Kelsey	91	267	D	4000	Death	Bright's Disease
5476	W. E. Dikeman	285	10186	A	1000	Death	Cancer of Stomach
5477	C. G. Laarz	294	3486	A	1000	Death	Cancer of Bowels
5478	M. H. Hawkins	145	7242	B	2000	Death	Cerebral Hemorrhage
5479	David McGill	211	3246	B	2000	Dis.	Loss of Leg
5480	F. K. Hill	293	13417	B	2000	Death	R. R. Accident
5481	G. A. Helm	7	5582	C	3000	Death	Liver trouble
5482	J. L. Murphy	448	10986	A	1000	Death	R. R. Accident
5483	D. E. Harvey	339	2755	B	2000	Death	Bright's Disease
5484	A. E. Dunham	26	5476	A	1000	Death	Cerebral Emboli
5485	W. F. Elrod	100	3895	A	1000	Death	Cancer of throat
5486	Sam'l Welch	137	5032	A	1000	Death	Heart Disease

## NUMBER OF MEMBERS ASSESSED.

Series A, 13,527; Series B, 17,225; Series C, 8,272; Series D, 373; Series E, 53. Amount of Assessment Nos. 505 and 506, \$149,100.

## FINANCIAL STATEMENT.

Received on Mortuary Assessment to July 31, 1909.....	\$11,719,344.15
Received on Reserve Fund Assessment to July 31, 1909.....	681,425.14
Received on Expense Assessment to July 31, 1909.....	123,155.80
Received on Applications, etc., to July 31, 1909.....	186,780.14
	<b>\$12,710,705.23</b>

Total Amount of Benefits paid to July 31, 1909.....	\$11,180,567.00
Total Amount of Expenses paid to July 31, 1909.....	300,256.62
To the Credit of Mortuary Fund, July 31, 1909.....	538,777.15
To the Credit of Reserve Fund, July 31, 1909.....	681,425.14
To the Credit of Expense Fund, July 31, 1909.....	9,679.32
	<b>\$12,710,705.23</b>

## EXPENSES PAID DURING JULY.

Sundry expense, \$111.46; Postage, \$1,117.96; Stationery and Printing, \$218.85; Salary, \$871.50; Fees returned, \$40.00.

W. J. MAXWELL, Secy.



# The Howard Watch

It is a great satisfaction to a railroad man to carry a HOWARD—the finest railroad watch in the world.

Owing to the nature of his work and his relation to the public, accuracy in a watch means more to him than to any other man.

The Lever-setting HOWARD is officially approved and certified by the Time Inspectors of 140 of the leading roads of America. Better than that, its every-day performance is finer, more accurate than the most exacting Railroad requirements.

An exclusive HOWARD feature is the

special Railroad dial with marginal minutes—the precise number of minutes past the hour clear at a glance.

A Howard Watch is always worth what you pay for it.

The price of each watch—from the 17-jewel in a fine gold-filled case (guaranteed for 25 years) at \$35.00—to the 23-jewel in a 14K solid gold case at \$150.00—is fixed at the factory, and a printed ticket attached.

Not every jeweler can sell you a Howard Watch. Find the HOWARD jeweler in your town and talk to him. He is a good man to know.

**Drop us a postal card, Dept. A. A., and we will send you a Howard book of value to the watch buyer.**

**E. HOWARD WATCH COMPANY**  
**BOSTON, MASS.**



## Right to the Second When Seconds Count

That means right to the second—all day, every day. Right when the spring is tight—right when nearly run down—right if you fail to wind it for 36 hours.

# The Elgin

has the most resilient, widest, longest spring in any railroad watch made.

The dial is made for legibility—heavy hands and large plain figures.

The silver finish metal dial is preferred by most, as it is easily readable in a very dim light. It is the *only metal face with hard enamel inlaid figures*. The plain white enamel dial may also be had if desired. Ask for the No. 49 Silver or the No. 49 Enamel Dial. The Railroad Elgin is made in four grades:

GRADE		25 Year Gold-Filled Case	20 Year Gold-Filled Case
VERITAS	23 JEWELS	\$48.00	\$46.00
VERITAS	21 JEWELS	\$45.00	\$43.00
FATHER TIME (Veritas Model)	21 JEWELS	\$40.00	\$38.00
B. W. RAYMOND (Veritas Model)	19 JEWELS	\$36.00	\$34.00

All cases are screw back and bezel model—all have solid gold crowns and solid gold bows. The thinnest 18 size watches made.

Write for further information about railroad watches.

**ELGIN NATIONAL WATCH CO.,**

Elgin, Ill



FOR WEARERS OF  
KNEE DRAWERS  
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*Needraw*

**BOSTON GARTER**

DELIGHTFULLY COMFORTABLE  
TO THE BARE LEG



NON-ELASTIC, TUBULAR  
KNIT LEG BAND

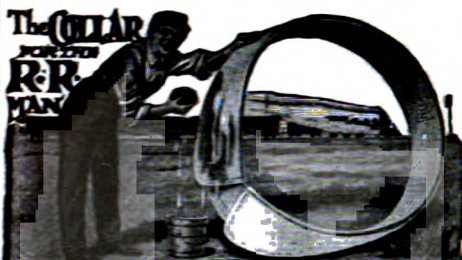
ELASTIC, ADJUSTABLE  
PENDANT

Made With  
The *Velvet Grip*  
Cushion  
Rubber Button  
CLASP

Sample Pair  
Cotton Pend't, Wk. Plate, 25c.  
Silk Pend't, Gold Plate, 50c.  
Mailed on Receipt of Price

GEORGE FROST CO.  
MAKERS BOSTON

GOOD ALL THE YEAR ROUND



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**Litholin** Waterproofed Linen  
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The greatest daily money saver for Railroad men—Have the dull finish—no shiny surface like Celluloid—Do not wilt or fray, and when soiled, wipe white as new with damp cloth. Figure out saving in laundry bills alone. Four collars and two pairs of cuffs will last a year, and you will always look neat and clean. Stylish, too, as they are made in all the latest fashions. You can have the same collar you have always worn, only waterproofed.

**Collars 25c. Cuffs 50c.**

Always sold from a RED box. Avoid substitutes!

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**MENNEN'S**  
BORATED TALCUM  
TOILET POWDER

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A positive relief for Sunburn. Chafing, and all afflictions of the skin. Removes all odor of perspiration. Get Mennen's—the original. Put up in non-refillable boxes—the "Box that Lox." Sold everywhere or mailed for 25 cents. Sample free.

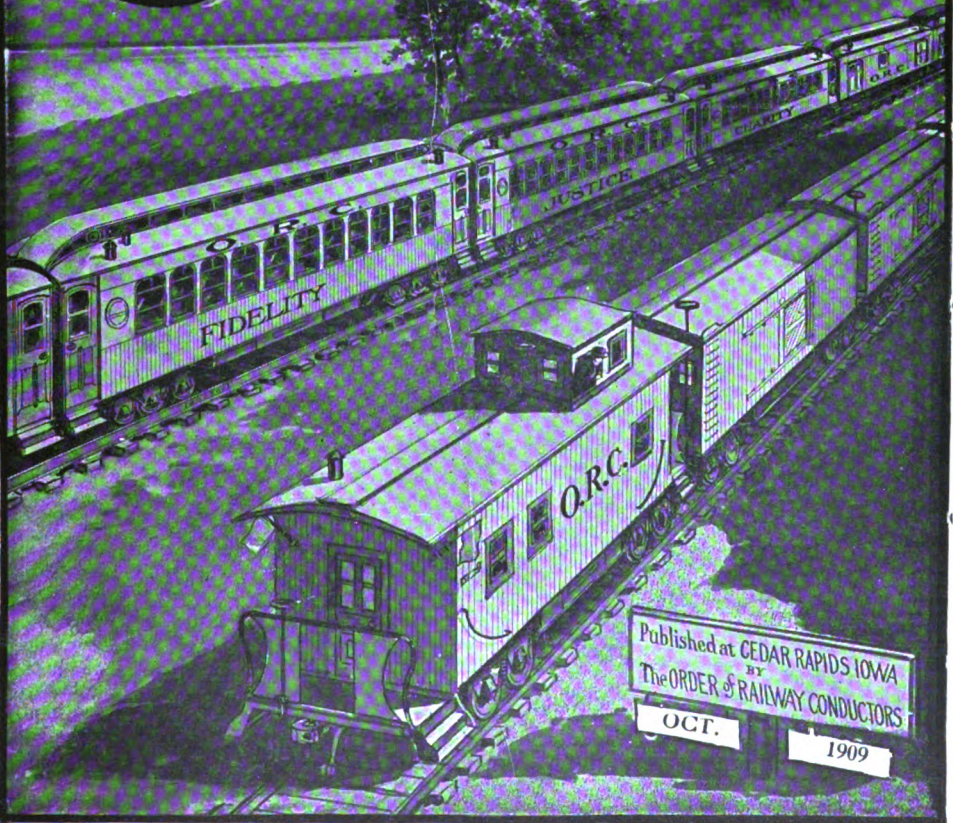


Try Mennen's Violet (Borated) Talcum. Sample free.

Gerhard Mennen, Newark, N. J.  
Guaranteed under the Food and Drugs Act, June 30, 1906. Serial No. 1542.

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CAMBRIDGE, MASS.

# The Railway Conductor



# \$650

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Price Includes Blue Prints; Architect's Specifications; Full Details; Working Plans and Itemized List of Material.

### OUR HOUSE DESIGN NO. 6

This is our leader, the best seller of any house ever designed anywhere, by anybody, at any price. Why? Because it comes nearer to filling the requirements of a home than any house of its class ever built. It is 23 ft. wide and 33 ft. 6 in. long, not including the porch. It has seven rooms, bath, pantry and a large front porch. It is of handsome appearance and symmetrical proportions. It is magnificently lighted and perfectly ventilated. Embodies every modern comfort and convenience. Our extremely low price makes it the best bargain proposition on the market. We cannot recommend this design too highly. Even if you don't need a home, build this house for an investment. You can sell it ten times over before it is finished.



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The Chicago House Wrecking Co. is the largest concern in the world devoted to the sale of Lumber, Plumbing, Heating Apparatus and Building Material direct to the consumer. No one else can make you an offer like the one shown above. We propose to furnish you everything needed for the construction of this building except Plumbing, Heating and Masonry material. Write for exact details of what we furnish. It will be in accordance with our specifications, which are so clear that there will be no possible misunderstanding.

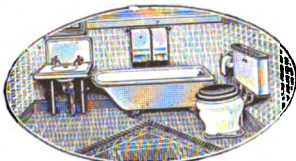
### How We Operate:

We purchase at Sheriffs' Sales, Receivers' Sales and Manufacturers' Sales, besides owning outright sawmills and lumber yards. Usually when you purchase your building material for the complete home shown above, elsewhere, it will cost you from 50 to 60 per cent more than we ask for it. By our "direct to you" methods we eliminate several middlemen's profits. We can prove this to you.

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We have everything needed in Building Material for a building of any sort. Lumber, Sash, Doors, Millwork, Structural Iron, Pipe, Valves and Fittings, Steel and Prepared Roofing. We also have Machinery, Hardware, Furniture, Household Goods, Office Fixtures, Wire, Fencing—in fact, anything required to build or equip. Everything for the Home, the Office, the Factory or the Field. Send us your carpenter's or contractor's bill for our low estimate. We will prove our ability to save you money. WRITE US TODAY, giving a complete list of everything you need.

### High Grade Bathroom Outfits!



Price of this Bathroom Outfit, \$37.50

Strictly new and as good as anyone sells. We have everything needed in Plumbing Material. Our prices mean a saving to you of 30 to 60 per cent. We can easily prove it if you will give us a chance. Here is an illustration of a bathroom outfit we are selling at \$37.50. Your plumber would ask you about \$60.00 for this same outfit. This is a positive fact. It's only one of ten other complete outfits that we are offering at prices ranging from \$25.00 to \$100.00. Our catalog describes them in detail. You need the book if you want to keep posted on up-to-date business methods. Get our prices on Pipe and Fittings. Write us today.

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### Free Publications!

Fill in the coupon to the left and we will send you such literature as best suits your needs. We publish a 600 page mammoth catalog fully illustrated, giving our business history and showing all the vast line of merchandise that we have for sale. We pay our goods at Sheriffs', Receivers' and Manufacturers' Sales. Ask for Catalog No. 898. Our Book on Plumbing and Heating Apparatus contains 150 pages of useful information. Our free "Book of Plans" is described elsewhere in this advertisement.

Chicago House Wrecking Co., 35th & Iron Sts., Chicago.

### Free Book of Plans!

We publish a handsome, illustrated book containing designs of Cottages, Bungalows, Barns, Houses, etc. We can furnish the material complete for any of these designs. This book is mailed free to those who correctly fill in the coupon below. Even if you have no immediate intention of building, we advise that you obtain a copy of our FREE BOOK OF PLANS. It's a valuable book.

### Our Guarantee!

This company has a capital stock and surplus of over \$1,000,000.00. We guarantee absolute satisfaction in every detail. If you buy any material from us not as represented, we will take it back at our freight expense and return your money. We recognize the virtue of a satisfied customer. We will in every instance "Make Good." Thousands of satisfied customers prove this. We refer you to any bank or banker anywhere. Look us up in the Mercantile Agencies. Ask any Express Company. Write to the publisher of this publication. Our responsibility is unquestioned.

### Hot Water Heating Plants!

We furnish new complete hot water heating outfits at half the usual prices. Our proposition includes all necessary plans, specifications, blue prints and detailed instructions; so that any ordinary mechanic handy with the use of tools can easily install it. You can't go wrong when you deal with us. We stand back of every sale. You send us today a sketch of your building and we will make you a proposition to furnish you a complete steam or hot water heating outfit. We also have hot air furnaces. Our booklet on heating plants tells every feature of the heating question. We can quote radiators & heaters separately. Whether you buy from us or not it is a valuable book for you to own. Write us today.



### Water Supply Outfits!

Modern Air Pressure Water Supply Systems at prices ranging from \$45.00 to \$800.00. They are strictly new, first-class and complete in every detail. It makes no difference whether you live in the country, you can enjoy every city comfort at little expense. Why not investigate this? We are ready to furnish you with all facts free of charge. All material fully guaranteed. We also have a complete stock of Pipe, Valves and Fittings at 40 to 60 per cent saving. Gasoline Engines at low prices.

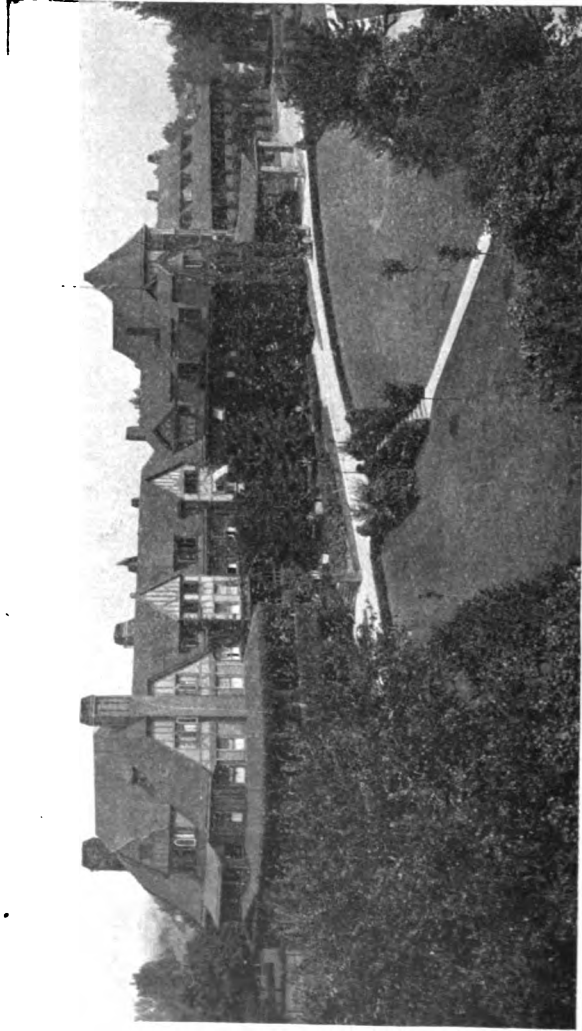
## The Song of the Violin

BY ADELBERT CLARK.

The sweetest song I ever heard  
Came from a violin;  
'Twas like an angel's voice that sang  
Above a world of sin.  
And every evening, lo, behold,  
I hear that song again,  
That lifted me from thorny paths,  
And conquered every pain.

Love finds the road to weary souls  
In many different ways;  
In song of bird or fragrant rose  
Or morning's golden rays.  
And so it came to me that night  
And lifted me from sin,  
And blest me with a song that dwelt  
Within a violin.

God bless the player of the song,  
For he has set me free  
As yonder butterflies that play  
Upon the sunny lea;  
Because he cheered my fainting soul  
In life's confusing din,  
And blest me with a glad, sweet song  
That let the sunshine in.



**HOTEL ROANOKE, ROANOKE, VA.**  
On the Norfolk & Western Railway.



# The Railway Conductor

PUBLISHED MONTHLY AND ENTERED AS SECOND CLASS MATTER AT THE POST OFFICE, CEDAR RAPIDS, IOWA.  
SUBSCRIPTION, \$1.00 PER YEAR.

F. H. PEASE, EDITOR.

A. B. GARRETSON AND W. J. MAXWELL, Managers, Cedar Rapids, Iowa.

W. N. GATES, Advertising Agent, Garfield Building, Cleveland, Ohio.

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OCTOBER, 1909

NUMBER TEN



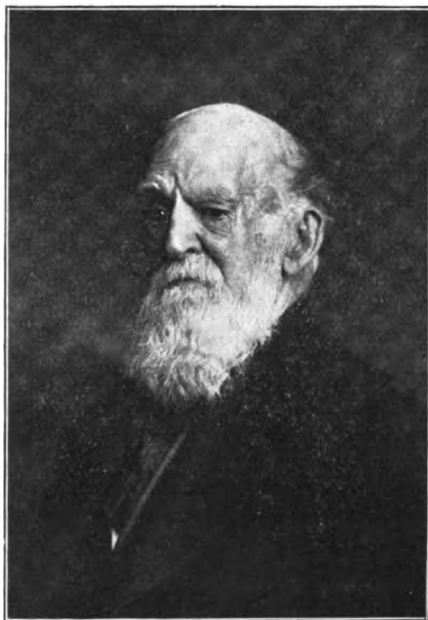
## Reminiscences of By-Gone Days

BY GEORGE P. FLOYD, VETERAN RAILROAD CONDUCTOR.

July, 1879, found me in Kansas City. I went there to try to collect an old debt of \$8,000, which was due me from the old Kansas Pacific road, now a branch of the Union Pacific from Kansas City to Denver. The debt was due to me for a patent steam track cleaner that I had invented and had adjusted to eighty locomotives on that road in 1870 with the understanding that I was to be paid \$100 royalty for each engine that the patent had been applied to. Thinking that the debt was good and safe, I, like a fool, had allowed the debt to lay and had made no demand for the settlement of the debt, which had been due since 1870. When I called for my money or settlement for the debt, I was informed that the debt was as dry as leaves—no good. The road had been placed in the hands of a receiver, with Tom Oaks as the receiver and general manager of the bunko game and steal. Oaks informed me that my "cake was all dough," and that I could "whistle for my money," although the law says that a locomotive can be held for any patent that has been applied to it. I swore out an attach-

ment on a locomotive that had my patent adjusted to it, and had the papers served by the sheriff. When the engine was standing in the depot ready to go out with her passenger train of six coaches full of passengers, we chained the drivers of the

engine to the rails with a big log chain, the key to the lock in the sheriff's pocket—the train was not a mail train. We had Tom Oaks, the manager, "where the wool was short." He jumped around like a chicken with its head cut off. They couldn't budge an inch. They flew around and made up another train on another track, and with another engine bundled the passengers out of the depot on their way to their destination. They gave an indenture bond for the engine and she was released by the sheriff and run into the round house. I had a lot of fun, if



GEO. P. FLOYD.

I didn't get my money.

The debt was contracted by the railroad thirty-nine years ago and is still in "cold storage." Charlie Phipps, an old friend of mine, was then running a passenger train on the road from Kansas City to Brookville and he invited me to take a trip with

him. When we arrived at Brookville, Henry Brooks, who was running the train from Brookville to Denver, insisted that I must go to Denver with him. At Denver I met a nest of conductors who entertained me in railroad style. I had run a passenger train on different roads a number of years, commencing on the Boston & Maine in 1846 as brakeman. The engines in those days were little quill wheel drivers four feet high, weighing about fifteen tons, inside connected with old-fashioned drop link, burning wood.

January, 1906, I wrote an article for the CONDUCTOR with a little history of railroad-ing in the days of olden times.

There is a feeling within us that loves to revert to the merry old times that are gone.

After remaining in Denver a few days I was persuaded to go to Cheyenne and from Cheyenne the boys roped me on to Ogden. From Ogden I was induced to go to Salt Lake City. The road from Ogden to Salt Lake City was then owned and managed by Brigham Young and his tribe of Mormons. All officers were Mormons. The conductor who ran the train from Ogden to Salt Lake City was a Mormon with three wives and sixteen children. No tickets were sold at the stations between Ogden and Salt Lake City, so he had a soft snap. He had three nice houses in Salt Lake City where his three wives and sixteen children were domiciled in fine shape. At that time, thirty years ago, Salt Lake City was a muddy little town with but one or two decent streets and a few stores mixed up with old shanties. To be sure, the huge tabernacle, a gigantic barn, a thing in shape very like a land turtle, had been built and run by that so-called "Prophet" and hellish impostor, Brigham Young—a bigger scoundrel and impostor never trod shoe leather. Brigham had "passed in his checks" a short time before I reached there and had crossed the great river to meet St. Peter at the Golden Gate, where, no doubt, he was judged by that high court and sent to the hot place to receive his just dues. It is said, and no doubt truly so, that the old tyrant left over \$30,000,000 in the Bank of England, money that he had gulled and robbed from the poor deluded fools that he had invited

to his "Celestial Kingdom." The evidence of his high-handed rascality and tricks was plainly to be seen while I was there.

Brigham's first and legal wife, Mary Ann Angell Young, was then living. She was a large, portly and dignified woman, her hair sprinkled with the frost of age, her clear hazel eyes and melancholy countenance indicated a soul where sorrow reigns supreme. She had five children, three sons and two daughters. They all resided with their mother. She formerly occupied the "Bee-Hive House," but as the number of her husband's wives increased, she and her children had been removed to a great barn of a house on the hill—the building looked more like a penitentiary than anything else. When I looked upon that poor suffering woman as she sat at church in that big tabernacle surrounded by her husband's other wives or mistresses, then fourteen in number, although the master had been removed from the earth, I fully realized the true character of that institution which had crushed the hearts of so many noble women. At the time of the great prophet's death he had fifteen wives that had been sealed to him, and thirteen "proxy" wives—a term in Utah that signified that a woman is married to one man for a time, while the others are sealed to him for eternity.

Brigham's block consisted of about twenty acres in the center of the city, surrounded by a wall ten feet high, built of pebble stones, concreted with mortar. The main entrance was a large gateway surmounted by a huge eagle carved in stone. His business was to see that no person entered the sacred precinct without the proper pass. One-tenth of everything raised must be hauled to the "tithing house" within the enclosure, for the benefit of the church, of which the great prophet, Brigham Young, was captain, mate and all hands. He controlled all the finances and into his pockets went the cash which was received for the produce which was sold. The Mormons and Gentiles had a hard fight for the control of the territory of Utah. Brigham Young was simply a crafty fanatic. He professed and taught his creed of Mormonism merely to obtain lands and beeves and wives. He pretended to be a heaven-appointed leader. A bigger

hypocrite and scoundrel never lived. A person with an observing turn of mind did not have to remain long in Salt Lake City to be convinced of the fact.

At the Mountain Meadow Massacre on the 10th day of September, 1857, was consummated one of the most cruel, cowardly and bloody murders ever known to this country. A train of emigrants consisting of forty wagons, 800 head of cattle, 100 horses and mules and about 150 men, wo-

protected by the crest of the hill. The morning of the sixth day a wagon is despatched far up the meadows. It contained armed men. See, they raise a white flag. All is joy in the corral. A general shout is raised, and in an instant a little girl dressed in white is placed at an opening between two of the wagons as a response to the signal. The wagon approaches, the occupants are welcomed into the corral, the emigrants little dreaming that they were



**MOUNTAIN LAKE VIRGINIA—UP IN THE BLUE RIDGE MOUNTAINS.**  
On the Norfolk & Western Railway.

men and children passed through Salt Lake City on their way to California. About 100 miles west of Salt Lake City they were overtaken by a gang of Mormons disguised as Indians. They attacked the emigrants, and at the first attack ten or twelve were killed. The emigrants shoved their wagons together and formed a barricade; the fighting continued as a siege which lasted for five days. The assailants were

entertaining the fiends that had been besieging them. The wagon contained President Haight and Bishop John D. Lee, both members of the Mormon Church, who professed to be on friendly terms with the Indians. They proposed to settle the matter with the Indians, which was that the emigrants should march out of their camp leaving everything behind them, even their guns. It was promised by the Mormon

bishop that they would bring a force and guard the emigrants back to the settlements. The terms were agreed to, the Mormons retired and soon after appeared at the corral with thirty or forty armed men. The emigrants were marched out, the women and children in front and men behind, the Mormon guard being in the rear. When they had marched about a mile, at a given signal, the slaughter commenced. The men were most all shot down at the first fire from the Mormons; only two escaped, but they were followed and slaughtered. The women and children ran on two or three hundred yards farther when they were overtaken and slaughtered. Only three or four small children were saved, the oldest being seven years; they were taken to Salt Lake City. The oldest, John Calvin Sorrow, after he found he was safe and before he was brought away from Salt Lake City, although not yet nine years of age, sitting in a contemplative mood, no doubt thinking of the extermination of his family, said, "Oh, I wish I were a man; I know what I would do, I would shoot John D. Lee; I saw him shoot my mother." It was not until years had elapsed and the Gentiles had cleaned out the Mormons that the fearful murders were investigated and the facts proven. Circumstances and testimony given go not only to implicate but to fasten conviction upon Brigham Young as the instigator of the affair. If the old Turk had lived until the investigation was made, he certainly would have been hung or shot for his part in the horrible crime. John D. Lee, brother-in-law to Brigham Young, was the prime leader in the gang of murderers; he was about the only one left of the gang, and was tried, convicted and shot for his part in the game. It is not within the scope of this paper to enter into a relation of many other murders and outrages committed by the authority of the Mormon Church. After the Gentiles obtained control of the territory of Utah and had cleaned out the Mormons, they made Salt Lake City one of the most beautiful cities in the western part of this country.

Returning to Ogden, I was persuaded to go to San Francisco. Arriving there, I at once visited Mr. Allen N. Towne who was then general manager of the Central Pacific and Southern Pacific roads. In 1855,

while I was running a passenger train on the Michigan Central road, Mr. Towne was running a train on the C., B. & Q. from Chicago to Burlington, and we both roomed together at the old Briggs House, Chicago, for two years. Our reunion at San Francisco, after a separation of thirty years, was very agreeable. Mr. Towne at once offered me a good position on the Central Pacific road which I was about to accept when another thing bobbed up. The sea wall from the foot of Market street to Black Point, San Francisco Bay, three miles, was then being constructed. It was a gigantic piece of work built by the state. The contract had been awarded to Andrew Underdonk, an engineer and contractor of good repute and one who represented several prominent capitalists in California, Oregon and New York. The work of building the sea wall had been started some months before I reached San Francisco. Millions of yards of rock were taken from Telegraph Hill, North Beach, and dumped into the bay to make a facing and filled in behind with sand. The wall extended into the bay half a mile. Three hundred tip carts were used to transport the rock from the hill to the bay, and as many more to transport the sand from the beach to make the sea wall. Twenty-five hundred laborers were being employed on the work; they were composed of the scraping and refuse of every nationality on the face of the earth—English, Irish, Dutch, Polocks, Swedes, Italians, negroes, Chinamen, Indians and every other tribe all mixed up in one conglomerated mass. It was a tough proposition to handle that gang with any degree of success. They had killed one superintendent and had run two or three others from off the works. Mr. Underdonk went to Mr. Towne and asked him to recommend a man who he thought could manage the gang of laborers at the sea wall. Mr. Towne informed me of the request, and said that if I was tired of life he thought it would be a good chance for me to get killed, murdered or thrown overboard. To a reflective mind it did seem as though he was right and sound on the question; yet, as I was rather fond of excitement, I decided to accept the job and try my hand in managing that gang of "Arabs." In the first place, I separated

the different nationalities and placed each in gangs by themselves. Work a lot of Irish with a lot of niggers?—the blood won't mix. If you want to see a good fight, just throw a gang of Irish and niggers in some work together—you are sure to see a circus, and the wool is sure to fly. In a few days I managed to get the gangs straightened out and systematized and made a success of the job. It took us eighteen months to complete the sea wall.

The spring of 1882 I received a dispatch from Mr. Underdonk from Victoria, British Columbia, to come there and bring all the men suitable for all kinds of railroad work that I could obtain. June 18, 1882, I left San Francisco on the steamer Idaho for Victoria with three hundred and twenty-five picked men for railroad work of all kinds, all being laborers. Arriving at Victoria safely, I took the men up the Frazier river to Yale by river boats. The western end of the Canadian Pacific railroad from Savona's Ferry to Port Moody, 213 miles, was built during 1881-1882, and finished the fall of 1883. The length of this portion of line, 213 miles, was divided into five sub-sections. The contracts were awarded to A. Underdonk and D. O. Mills. On portions of the road it is probable that the difficulties of building were greater than had hitherto been encountered in railroad building, except perhaps in Switzerland and Peru, the average cost per mile being \$80,000, and of some as much as

\$200,000. Along nineteen miles of the road thirteen tunnels were bored, and one of them is one mile in length. The roadway for miles and miles was literally hewn out of rock, the crevices being filled with masonry and the ravines and rivers spanned by trees and trestle bridges. Some of the work was of an extremely hazardous nature, men being lowered hun-

dreds of feet down almost perpendicular rocks in order to blast a foot-hold on the mountain side.

When I arrived at Yale and had delivered the men, Mr. Underdonk requested me to take charge of the transportation department along the whole line. All the plant had to be forwarded on pack-animals over trails never before deemed practicable except by Indians, and by them in places only with the aid of ladders. After the trails were completed over the mountains, we were enabled to use our pack-trains the entire length of the line. To perform this gigantic task an army of laborers and mechanics was employed, mustering at times more than 7,000 white men and 3,000 Chinamen, and with the aid of the best modern machinery. Most of the

plant and materials and provisions were transported by pack trains over the mountains after the trails were finished. At one time we had thirty pack-trains consisting of thirty packs in each train, or thirty mules and the bell horse. A pack-train of mules will not follow a mule with a bell, but will follow a horse or a mare with a



NATURAL BRIDGE, VIRGINIA.  
On the Norfolk & Western Railway.

bell. The bell horse is ridden at the head of the train by the boss of the train, while three men called whippers-up go along keeping the train in line and seeing that the cargo on the pack saddle don't get loose. It takes an expert to manage a pack-train; it is a trade that must be learned. To properly place a cargo on a pack saddle and lash it on properly requires an experienced hand at the business; an inexperienced hand at the business would find himself in hot water if he undertook to load and run a pack-train. Our pack mules were all obtained in British Columbia; they were of small Mexican breed, adapted to the business and surefooted, which was essential, as some of the mountain trail was very narrow. Our packers were composed mostly of the old Cariboo miners who had been in the packing business for years.

During the summer of 1882 we were running thirty pack trains over the line of road which was being constructed, which required 900 mules and thirty bell horses and 120 packers. The packers were a rough set of men who had been engaged in mining in that part of the country for many years—a tough set of men to deal with, of the rough and tumble, knock down and drag-out order. When they loaded their fireboxes with bad whisky, they were inclined to be vicious and overbearing and gave me a great deal of trouble. So indolent and careless did they become that instead of running their pack trains to the proper places and delivering the cargo of provisions to the different camps on time they would stop on the way, fill up with rot-gut whisky, gamble, and fight, while the men in the camps were waiting for provisions and food. It came to a pass where something must be done. That part of the country was full of the Siwash and the Haidah tribe of Indians. They understood the packing business on a small scale, as all their provision was packed on their ponies. I had watched them in their habits closely. I got a notion into my head that I could utilize them and that with proper management they could handle our pack trains. It was almost a forlorn hope, but I concluded to try it. When I broached the subject to Mr. Underdonk and some of the officers, they laughed at me, yet told me to go ahead and try the scheme. I

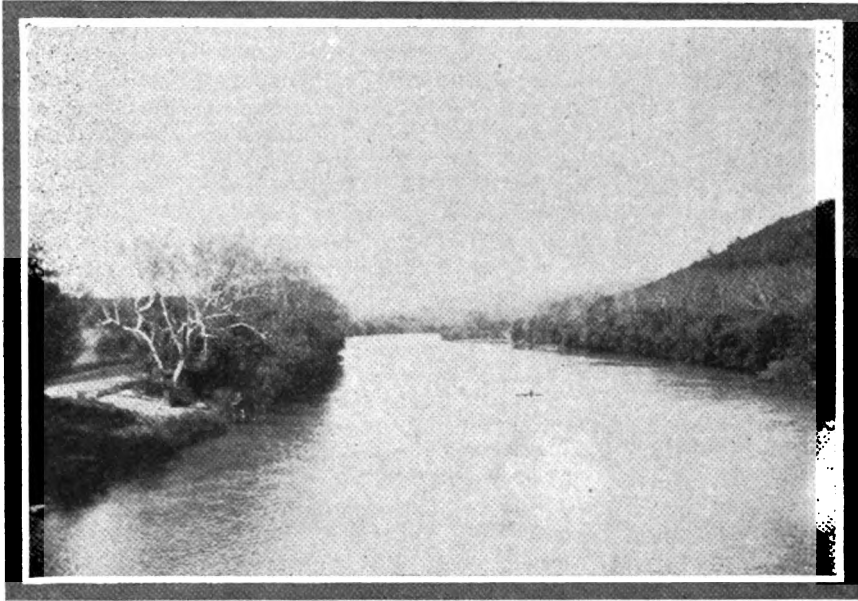
picked out three or four of the most intelligent of the Siwash Indians and sounded them on the subject. They jumped at the idea, and were anxious to make the effort. I instructed the three to go off and find as many of the right kind of their tribe as would be able to handle all the pack trains, concentrate them at one place for my inspection, and to be ready to take the places of the white packers at one time. It was a game that required quite a little generalship and must be done in a quiet way, unbeknown to the old packers, for if they became informed of the game that was being played on them, they would certainly block my wheels.

In a few days the three Indians reported to me that they had secured the requisite number of Indians to handle all the pack trains. I made an appointment to meet the gang of Indians at Boston Bar, ten miles from my headquarters, for inspection. I met them in their camp—125 of the Siwash and Haidah tribes of Indians were there. A finer lot of Indians I never saw together. They would average six feet in height, of splendid physique, as straight as an arrow, of copper color, silent, stealthy, and cunning, with the endurance of a camel and the sinuous speed of a lynx. I had learned the Chinook language enough to understand and be understood by them. My understanding with them was that they were to receive the same pay that the white packers were receiving, the same board and treatment that the white packers were getting. They could get anything they wanted at our commissary in the way of clothing and stores, but no money. They were to receive their pay every ninety days. Give an Indian money and he is sure to fool it away, generally for whisky, and will not stop until the last cent is gone, when he is ready for work again.

I had made arrangements to have all the pack trains at the general headquarters at ten mile flat (10 miles from Yale) the night that the change was to be made. At 12 o'clock at night, the gang of 125 Indians came into my headquarters, they were taken to the corrals and a pack train of thirty mules and a bell horse allotted to each four Indians. Each train had an Indian boss who was more intelligent than the other three. We had made arrange-

ments to have everything ready to load all the pack trains without delay. We started loading the trains at 12 o'clock at night, and with plenty of help the last train was loaded and had started on its trip over the mountains at or before 3 o'clock in the morning. Expecting trouble with the white packers, I had a party of some thirty solid men all ready in case they wanted a row, which I was well aware would come sooner or later. When the old packers came around in the morning and found that the corrals were all empty of mules and were

Dave Crockett had the coon, but I had no idea of coming down. I had all their time checks made out and ready for them. They pooh-poohed the idea of my making the change work, and wouldn't receive the pay checks. A party of them went to the headquarters at Yale and placed their grievance before Mr. Underdonk, but he quietly informed them that he would do nothing for them, that the matter was entirely in my hands. We had a desperate gang of men to deal with, and heroic measures must be taken to check-mate their game. Feeling



NEW RIVER SCENE.  
On the Norfolk & Western Railway.

informed that the pack trains had all been sent out with Indians in charge, they were furious and were ready for a row of any kind. Knowing that I was the instigator of the affair, they of course were ready to concentrate their venomous nature on me; but they found us ready to take the bull by the horns. Mr. Underdonk was a game and fearless man and when he found that I was in earnest in the affair, he gave me a loose rein and backing to the limit. I had frequently talked to the packers and warned them of their fate, but they only laughed at me, thinking that they had me where

assured that the gang of "Arabs" would tackle our pack trains and try to intimidate the Indians, it was quite a problem to solve. It was unlawful in that country to place firearms in the hands of Indians, yet they must be protected. We made up a force of men from our gangs on the line of road and placed them along the line, well armed, to protect the pack trains. As we expected, the old packers started out on their raid, forming in gangs of twelve and fifteen, scattered along the line of road to intercept and waylay the pack trains and Indians. The first skirmish came off at or

near Spuzzum, about fifty miles from our headquarters. The fourth night after the change of the packers had been made, one of the pack trains was attacked on the trail about midnight by a gang of fifteen of the old packers. The intention of the renegades was to attack the Indian packers, cut the pack animals loose, and stampede them. The pack train had been laid up for the night, the cargoes had been removed from the animals and the train parked. Four of our men who had been detailed to guard the pack trains were with the train. They were taken rather by surprise about midnight by the gang of old packers, yet they showed their hand and proved game. There were six of our men and the four Indians against the fifteen cut-throats. The result proved the old adage "that right will prevail." Three of the attacking party were laid out dead and three badly wounded, while the balance of the "jay-hawkers" took to the woods. Three of our men were slightly wounded. Unbeknown to us, the Indians had secured guns and they used them to good effect. They were excused for the breach of the law. The next night, at or near Camp No. 18, another pack train was attacked by twelve of the old packers. The train was guarded by six of our men; two of the old packers bit the dust and four were wounded; only two of our men were

wounded. By that time we had received assistance from Victoria. A posse of sheriffs was sent up from Victoria and they arrested every one of the old packers they laid hands on, had them tried and convicted and sent to prison for a term of years. That put a quietus on our troubles with the pack trains. The pack trains were run by the Siwash and Haidah tribes of Indians until the road was finished and they did good work without any trouble.

Although a large portion of the materials for the road was forwarded by pack trains over the mountains, yet a large portion of it was carried by wagon trains over the Yale and Cariboo stage road at enormous cost—ten dollars per ton as toll on all freight passing over the road. Our wagon trains consisted of four, six, eight, ten, twelve, and fourteen horse and mule teams, each team with a large wagon and two and three trail wagons. At one time we were using 100 wagons and 1,500 horses and mules on our wagon trains. The cost to deliver the material to the different camps along the line of road was enormous—four-fifths of it was shipped from San Francisco to Victoria by steamer, from there to Yale by river boats, and from there to the different camps by pack and wagon trains.

## The Defenseless Railroad Investor

*Paper Read Before a Meeting of the Railway Treasurers in Washington Recently, by James Willis Glead.*

To ascertain all the facts and conditions; to look these facts and conditions honestly in the face; to ignore none and to give its due weight to each; to recognize and, with courage, to apply all such economic truths and principles as have been well established and thoroughly tested—these are the prime requisites to any real solution of the railroad question.

It is not too much to say that, thus far, the people, the newspapers, the legislatures, and even the judges, have for the most part acted in ignorance—in almost complete ignorance—of the essential facts, the real conditions and the fundamental economic

principles. This ignorance has often been unconscious.

It has been taken for granted that railroad business did not differ from other business, that special study was not necessary, that railroading had no secrets, that analogies could be indulged with safety, that all that was needed was "plain common sense."

Very intelligent laymen, who would blush to be heard dogmatizing over the proper construction of a bridge, who would readily confess complete ignorance of the simplest things in agriculture, are heard pronouncing on railroad questions with ab-

solute assurance. "This thing," they say, "is self evident; that thing is axiomatic; another is too plain for debate; and this and this and this we can be sure of without study and without investigation.

When men are not only ignorant but ignorant that they are ignorant, the case is hard indeed.

For the fact is that the railway question is not simple. Railroad business is not just like other business. Analogies cannot be safely indulged. Special study is necessary, and most of the "self-evident" propositions are entirely false.

Not only are we ignorant of the eco-

something is wrong we simply strike out in the dark. It is so much easier to condemn than to understand, to be indignant than to be informed.

I have said that we are ignorant of the politics of the problem, and it is to illustrate some phases of that ignorance that this paper is written.

It has been quite common to picture and condemn the railroad owner as a monstrous political power, mysterious, remorseless, irresponsible, well nigh irresistible, despotic—the lord and master of the people. These are many adjectives and large. But there is great power in iteration, and



PEANUTS IN STACKS, WAVERLY, VIRGINIA.  
On the Norfolk & Western Railway.

nomics of the railway problem, but we are profoundly ignorant, or at any rate chronically unconscious, of the politics of it. We don't know our representatives nor our institutions. We don't know the processes by which laws are made or unmade, enforced or nullified. We don't know political motives and forces. We have no time to investigate, no time to analyze, no time to stop and think. We have no consciousness of the true relations and the proportions of things; no knowledge of where the power and responsibility lie. If we think

through iteration even the most intelligent have come to have at least some measure of such feeling toward the railroad owner. Is it a correct conception? Is he the lord and master, or is he, in truth, the almost helpless, almost defenseless ward and dependent of the people?

Let us take a concrete example. Dr. Brooks of Brookline, Mass., has, we will say, invested ten thousand dollars in the construction or reconstruction of the Atchison, Topeka & Santa Fe Railway. These dollars of Dr. Brooks' are now, so to speak,

scattered all along the main line from Chicago to San Francisco and up and down the branches. They have been converted into railroad. And there they lie. And there they must lie for good and all—in plain sight, out of doors, unprotected, subject to all the assaults which time may bring, of rot and rust, heat, cold, fire and flood; subject to all the assaults which time may bring of legislation, taxation and regulation by the officials and people of a dozen states and territories and of the nation.

A railroad is distinctly an out-of-doors thing. It cannot be hidden. It cannot be put away in a strong box. It cannot, commercially speaking, be removed. It cannot be changed into something else. It is irrevocably and forever a railroad. The rails and ties and bridge material, once put in place, cease, practically speaking, to have any value in themselves. The roadbed never had, practically speaking, any value in itself.

*The railroad, once built, has no value whatever except in its capacity, present or prospective, to earn net dividends.*

If Dr. Brooks now has any property of substantial value, that property consists solely of an interest in a present or prospective earning power. The mere remote dominion over certain ties, rails and space is an empty and worthless right in and of itself. The sole beneficial property right is a net earning power; and any legislation which takes away even the one-millionth part of a just and reasonable earning power is robbery.

A net earning means that the income has been more than the outgo. The earning power of a railroad is subject to many and severe natural limitations. Its income is derived solely from the production and sale of transportation. The transportation must be produced and must be sold precisely where the road is located. Transportation cannot be accumulated and shipped to a point where there is a market for it. It must be sold where it is produced. And it must be sold, practically speaking, now. It cannot be stored in winter and sold in summer. That a railroad may have income, it must have people along its line; and it must have people who produce and trade and ship and travel. The income

of the road depends, then, on the character and prosperity of the people who live in its vicinity. It depends on innumerable natural and commercial conditions and events. It depends also very much upon competition. Where one road can handle the business and another is allowed to build in, the income of the first road is cut into, even if its rates are, by agreement maintained. And rates never have been maintained for long, and under free competition never can be. The outgo of a railroad depends upon innumerable physical and commercial conditions: The assaults of nature; the price of labor, fuel and material; the cost of securing business; the speed, perfection and frequency of service made necessary by public opinion or the enterprise of rivals.

All these are mere casual and scanty hints at what may be called the natural conditions, limitations and dangers of railway transportation considered as a means of profit—the natural hazards to which Dr. Brooks' money is now subjected.

Perhaps when he made his investment he fully understood all the risks and weaknesses which inhere in the business by the very nature of the task undertaken. Perhaps he understood the steady drains from rust and rot, wear and tear, frost and flood, and the daily small inevitable casualties. Perhaps also he made full allowance for the great calamities, wars, panics, droughts, earthquakes, riots, strikes. He may have discounted all possible commercial and industrial accidents and reverses. He may even have fully anticipated the wastes and losses to come from excessive competition—though I doubt it. But there was one form of hazard which Dr. Brooks did not fully consider, and to which most other investments are not subject in any serious degree. And that was the political hazard. Incomes in other useful industries are regulated by competition, and by that alone. Under the laws of competition other enterprises are subject, ever and anon, to losses, great and small. They are liable to some very lean years, but, in compensation, they are entitled to all the very fat years they can secure. Their

income is from year to year regulated by the law of compensation, and that is considered sufficient.

Dr. Brooks' property is not so happily situated. The income of the railroad is subject not only to competition of the fiercest and most irresistible kind—which it is a crime to try to eliminate—but it is subject to the rate-making power of a dozen different legislative bodies and to the regulating and taxing power of innumerable public officials.

Let us go a little into detail. These dollars of Dr. Brooks' are, as I said, scattered all the way from Chicago to San Francisco. And there they lie, in a way, at the mercy of the first comer. They are subject to the city council of Chicago and the city council of San Francisco and hundreds of other city councils; and, I am told, the people of San Francisco and Chicago do not always elect honest and intelligent men to conduct their municipal affairs. Dr. Brooks' dollars are subject to hundreds of justices of the peace, and hundreds of higher courts, and divers and sundry juries picked up here and there. They are subject to various sheriffs, county attorneys and attorneys-



ORGAN ROOM, LURAY CAVERNS.

On the Norfolk & Western Railway.



On the Norfolk & Western Railway.

general. They are subject, in one way or another, to a great many assessing and taxing boards. They are subject to a dozen boards of railway commissioners. They are subject to a dozen different legislatures and governors. They are subject to the congress of the United States, and to the president, and to all his various secretaries, bureaus and departments. And, lastly, they are subject to the Interstate Commerce Commission.

Now all of these officials are, after all, mere human creatures like you and I—at least somewhat ignorant, somewhat cowardly and somewhat selfish. And they are all strangers to Dr. Brooks. Dr. Brooks has no voice in the selection of any of these men. The friends of Dr. Brooks have no voice in the selection of any of these men. In all that vast region between Chicago and San Francisco there is practically not a voter who owns any interest in any railroad. Dr. Brooks is not himself represented, and Dr. Brooks' kind is not represented. Dr. Brooks' property is not represented.

In all that region there resides, practically speaking, no railroad owner; and, taking the country at large, the voters who are railroad owners are really, as voters, a negligible quantity. As a voting force the railroad owners are nothing. Many of them are women, many of them are trustees or guardians, and many of them live in other lands. In Massachusetts, New York and Pennsylvania there may be enough railroad own-

ers to count for something at the ballot box—something but not much—but in the rest of the country they are nothing.

The situation, then, is this: Dr. Brooks' ten thousand dollars and some twelve billion other dollars are entirely unrepresented in governmental affairs. They have no votes behind them, no votes to protect them. Accordingly, to the politician, the railroad is, to use a popular term, "a pudden." The politician knows that when he assaults the railroad he can, at most, alienate but two or three votes—and he may win a host. He knows that all his electors are buyers of transportation, and that the sellers of transportation, Dr. Brooks and his kind, are few and far away and presumably rich and "predatory."

Under these conditions and circumstances, how tenderly, or how delicately, can the average official be expected to treat this earning power in which Dr. Brooks is interested? The average official may be reasonably fair minded and honest. Nay, he may be, like you or I, of superior integrity. And yet in the swift whirl and current of political events he may allow Dr. Brooks to fare very badly indeed. And suppose the official be not fair minded—not honest at all? How then is this railroad earning power likely to be treated? It is a bad situation.

When a measure comes before a legislative body, which affects, or may affect, the value of the farm or farm produce, there are forty men in the legislature who are farmers and directly interested. They not only have the undisputed right to "lobby" for or against the measure, but they cast forty direct votes on the question. When a measure comes before a legislature affecting any other business or calling, that business or calling is generally represented in the membership. When a measure comes before a legislature affecting the interests of labor, there are usually some labor men in the legislature; and, if not, there are innumerable labor men at home who cast votes.

But, when a measure comes before a legislature affecting Dr. Brooks' property, there is no railroad owner on the floor and no voter at home identified with Dr. Brooks' interest. If Dr. Brooks sends a

hired man he is supposed to have committed some hideous crime against the people, and the representative is stigmatized as a "lobbyist." If any member of the legislature lifts his voice in favor of Dr. Brooks he is charged with being "bought." If a newspaper urged investigation as a prerequisite of legislation it is denounced as an "organ." The testimony of railway officials is not credited, for the reason that they are "hirelings"—and nobody else knows the facts. The politician wants to be popular. He wants votes. The governor, the legislator, the judge, the commissioner, the assessor, all want another term. The newspaper wants to be popular, because it wants subscribers. And so it all gets back to the people—to the people who have the votes. There lies the ultimate power.

Now, the difficulty is that many of the most important railway questions are rather intricate and complex—too intricate and complex for the people to solve directly under the most favorable circumstances. And, with the present feeling of prejudice, Dr. Brooks has no means of getting a real hearing from the people even on the simpler propositions. The net result is that there is nothing about which it is so easy for a demagogue to deceive and mislead the people as the transportation question.

The action of congress in giving the Interstate Commerce Commission the right to fix the rates over two hundred thousand miles of railroad has universal approval. And yet consider what that action amounts to. Some eight thousand commodities are, I believe, listed with tariff men, seeking transportation from time to time. There are watches and threshing machines, and feathers and coal, and gold ore and bonnets, and some eight thousand other commodities. Some of these commodities must be shipped; others desire shipment very much; others are more or less indifferent. Some desire shipment three miles and some three thousand miles. In some cases there is water competition, in some water and rail, in some none at all. The determination of rates for all these different commodities under innumerable different conditions would seem on the face of matters a prodigiously complicated, difficult and delicate

problem. And yet congress has bestowed this power upon seven men, without laying down one single guiding principle or fundamental rule. We say simply that railroad rates must be just, and appoint seven men to enforce the law. It would be just as reasonable to repeal all criminal statutes, all codes of criminal procedure, wipe out all principles and precedents of criminal law and substitute the simple enactment that all men must do right, and appoint seven men to put it in force! The one problem is really no more complex than the other.

Not only is Dr. Brooks entirely at the mercy of the legislative branch of the government, but his property is such that it is extremely difficult to give it the protection of our written constitutions. Omnibus rate acts have been declared unconstitutional, but, if a legislature or commission is content to take one commodity or one situation at a time, I do not see why this earning power may not, in spite of the constitution, be ultimately, and by degrees, pared down to nothing. To annul statutes courts must have clear cases. And how can a clear case be made on one commodity or on one local situation? Besides, the courts are not going to endure everything. Executives and legislators are sworn to support the constitution. There is growing—a steadily growing—disposition to ignore the oath—to enact whatever is popular and leave the responsibility all on the courts. The courts will not stand the pressure forever.

Such is the political situation of Dr. Brooks. When some new or hard pressed and desperate competitor is not cutting into his gross income, some legislature or commission is. By both competition and

rate regulation his earnings are steadily diminished. By regulation and taxation his expenses are increased. He has no voting power—none of the means that the rest of us have for arresting attention and forcing officials to hear. The people are ignorant of the facts, and Dr. Brooks has no means of informing them. The popular verdict seems to be that Dr. Brooks ought to be content with 6, or 4 or 3 per cent—something less than now—in fat years, and hustle for himself in the lean years. His property pays taxes but has no voice nor standing either in local, state or national affairs.

The unfortunate doctor has no voice at all in the state's management of his affairs, and, for that matter, very little in the corporation's management of them. His property is, and I suppose always must be, in the immediate possession and control of various hired men. Of all these hired men, he is not acquainted with one. He doesn't know a section hand nor a conductor, nor a superintendent, nor the president, nor a member of the board of directors. Ten to one, he does not know a single individual of all his fifteen thousand partners in the ownership. And if he did know one today he would not know his successor tomorrow.

And there is Dr. Brooks in Brookline, Mass., with nothing to show for his money but a little piece of paper. And he doesn't even know that the signature on that is what it purports to be.

Dr. Brooks has got along pretty well, perhaps, with his unknown hired men. But, taking the whole situation into consideration, isn't it a pretty blue outlook for the good or the predatory—Dr. Brooks?—*Santa Fe Employes' Magazine*.

### Ten Mistakes of Life

There are certainly more than ten mistakes which erring mortals make; but the following are sufficiently important to merit thoughtful consideration:

1. To set up our own standard of right and wrong, and judge people accordingly.
2. To measure the enjoyment of others by our own.
3. To expect uniformity of opinion in this world.

4. To look for judgment and experience in youth.
5. To endeavor to mold all dispositions alike.
6. To look for perfection in our own actions.
7. To worry ourselves and others with what cannot be remedied.
8. To refuse to yield in immaterial matters.
9. To refuse to alleviate, so far as lies in our power, all that which needs alleviation.
10. To refuse to make allowances for the infirmities of others.—*Exchange*.



## **Mr. L. E. Johnson**

### **President Norfolk & Western Railway**

Mr. Johnson was born at Aurora, Ill., and entered the service of the Chicago, Burlington & Quincy Railroad as a locomotive fireman in 1866 and at once commenced ascending the ladder. He served that company as locomotive engineer, master mechanic, and division superintendent until 1890, at which time he accepted service with the Montana Central as superintendent at Helena, Mont., remaining there until 1893 when he went to the Michigan division of the Lake Shore & Michigan as superintendent. Mr. Johnson remained with the Lake Shore until 1897 when the Norfolk & Western induced him to accept position as general superintendent of their lines. It was here that his ability was given full recognition and he made rapid advancement until his election as president in 1903, a position he is still holding and which the many employees of the company hope he will continue to hold for many years.

# The Practice of Economy by Conductors

BY W. D. ANDERSON.

Perhaps there is no other business in which there is so much waste of material and so little regard for saving as that of railroad operation. There seems to be a wilful inclination on the part of some men to make the road for which they work suffer losses. Some of these same men if employed in mercantile establishments, would practice economy and strive to save at every turn for their employer, but for some unaccountable reason when they enter the service of a railroad all thoughts of economy and personal interest for the employer are lost as compared to the conviction of duty they felt for the house or firm when they served its interests. What sort of spirit is it which prompts this feeling? It is certainly not one of friendliness for the employer. It is certainly not justified even in the spirit of revenge against the employer for revenge is not a justification of any wrong, and are not the railroads among the very best employers in the country?

In a personal experience of the writer an incident occurred which illustrates an almost every day regime. The train was being made up in the yard. The rear brakeman was going about his duties in the caboose preparatory to leaving. Opening the oil room he brought out three white lanterns, one red lantern and a pair of markers. Then taking a filler can he proceeded to fill it from a two-gallon signal oil can. Not being very careful he spilled quite a quantity in pouring and also did not observe that the filler was full until it was running over. In filling each lantern cup he did the same thing, which being too full, he threw out a quantity. There were six bottoms filled and the amount of signal oil wasted was perhaps half a pint. Then came the extravagant use of waste, which was thrown out of the caboose after it had been used for several purposes, one of which was the use of a huge roll used to wipe the cushions. Several wicks which had become soiled by laying around were cast away. This brakeman then secured a wrench and went out upon an inspection of his train. He found upon a foreign car a hose in which there was no gasket. Quickly

he took the hose from that car and threw it down and walked to a home car on an adjoining track and removed a new air hose which he put on the foreign car. Nor was the action of this brakeman any exception to the manner of the average brakeman in doing such things. Suppose he had been the owner of that home car, would he have thrown away as worthless the old hose? Hardly. Would he have given the foreign road that hose without any hope of a monetary return? Not while he had his right mind. If the misuse of material entrusted to the keeping of men in train service be due to wilful and malicious natures or an unfriendly attitude toward the company for which they work, then such men are not only a menace to that company but to society as well. But if it be due to ignorance it is time somebody commenced to instruct these men on economy and that man is the captain of the train—the conductor. If the conductor realized just how he was responsible in other ways than simply seeing to the proper orders and the proper delivery and movement of cars, the character of his work would enhance the value of his services many times over what it is at present.

You are all striving to become better conductors, then why not enter into the spirit of your employer's business and give that employer an honest show for the money he has invested? On the trip I have been describing a pocket coupler draw-bar was pulled out of a car. A chain was secured from the caboose and in order to attach the link end in the draw-head of the car behind the cripple it was necessary to remove the knuckle from that car. The brakeman who did this threw the knuckle in the ditch alongside of the pocket coupler—a loss to two foreign cars involved. Later on during the trip he discovered a running board loose; this was torn from the roof with considerable effort and thrown from the moving train. Night came on; then, approaching every stopping point there was left behind from two to five fuses to illuminate the track at distances ranging from 500 feet to one mile, which he had thrown from the moving train. There was

no attempt at legitimate (according to rule) flagging. A slight physical effort was necessary to give safe and legitimate protection, but the use of fuses was made to serve the purpose with no expenditure of energy on his part. "Who pays the freight" on such work as this? And when the sight of fuses becomes so common to the eye of engineers of following trains at every turn of the road that they would be lonesome if they did not see them, then we wonder how accidents through collisions can possibly occur. There is something in this aside from the lavish waste of fuses to make every conductor sit up and take notice. What is the brakeman's excuse? It is this: "We have always done it that way." Then who is responsible? Are you old-timers not the very ones? If you have never thought of it in that connection possibly you may do so now. As conductors you are the guardians of much valuable property. It is your duty to safeguard that trust as much as though you had its equivalent in gold entrusted to your keeping for delivery. Your supervision over material means a big loss or saving to your company, just as you will have it. If you are ex-

travagant you are an expense to the company or to a firm which may employ you. If you are saving you are an asset to the company. The practice of economy through object lessons of dollars and cents ought to be placed before the men for consideration, by the railroad managers of this country. Yet while common sense ought to appeal to each one of us that we ought not destroy or waste the property of any employer, there are some who cannot be convinced without figures and such object lessons in the shape of an itemized cost of supplies, material, labor to replace same, etc., might accomplish much good among the consistent class which we term loyal men. Our Order teaches us to be loyal to our employer, but how do we prove that loyalty when we subserve a practice that is not economical? The lesson is obvious and it affords a beginning to those whose hearts are right, whose intentions are sincere toward their companies, to study *economy*, one of the basic principles of our Order as reflected through our motto, *Loyalty*, and the foundation for perfect business principles in every man.

## A Talk With Sheedy

### Best Known Gambler Tells How He Became One

In a recent interview Pat Sheedy, the celebrated gambler and lover of art, told how he came to lead a life of chance.

He told the story of his meeting with an old friend of his, Archbishop Ryan of Philadelphia, at Saratoga. Though they had gone to the springs for widely different purposes, the bishop and the gambler instantly struck hands. "Come in and see my nieces." The archbishop extended the invitation as one who would not be refused. "Well, if you insist. But first let's have a pint of wine, bishop," insisted the man of chance—"not whiskey; that makes a man of our nation want to fight. Make it wine, the only drink that makes a poor Irishman feel like a rich Jew."

They joined the archbishop's nieces and the gambler's wife in the drawing room. Then came the archbishop's premeditated question:

"Forgive me, Pat, my boy, but we all want to know why such a man as you ever became a gambler."

"That question I'll answer, your worship, but you must first let me tell you how it seems to me. If I'm wrong, you may show me afterward. First let me tell you that I believe in God as much as you do. Now we're ready for the start. I claim to be a better man than you are. I can't help being a better man than you are. Now, listen and I'll tell you the reason in a little story.

"You and I had the same start. We are of the same nation. We were of families in the same circumstances, who could give us little or no education, so we trotted the same road until we were fifteen. There we came to crossroads. We stopped and haggled about which road to take. You wanted to go to the right. I said, 'No;

the left's the way.' You went your road as you thought best, and I took the other road. I hadn't gone fifty yards before I knew it was the wrong road, but my pride, my dirty pride, wouldn't let me go back, and I admit it.

"You have gone on and reached a high place and much honor. You've looked neither to the right nor the left, but straight ahead. I have looked up and down and back and every direction, and I've seen—God help me, what haven't I seen. But I've learned more than you have, bishop, for I've been to the college of experience. You never forget what you've learned there.

"You are an honored bishop of the church. I am the man at whom every finger of scorn is pointed, upon whom every eye of suspicion is turned. I am 'Pat Sheedy, the outlaw.'

"And now, bishop, I am coming to the point. We had another schoolfellow. We'll call him Michael Dillon. He loved a woman with a worship it isn't given to you to understand.

"She married him, but after awhile she turned him out of her heart and out of their home. 'I hate you,' she said to this man who loved her. 'I don't want ever to see you again.' He became a drunkard and a tramp. Years afterwards she writes him, 'I was mistaken; come back to me,' and he starts to walk back to his home and his happiness. He has walked for a week. He is footsore and hungry. He meets you at this hotel tonight. You listen to him, but

it is with a prejudiced ear. You look upon him, but it is not with a warm eye. The derelict drifts on with no help from you. He staggers out of your presence, and he rounds the corner of the veranda and comes upon me, another old schoolfellow. He isn't afraid to speak to me, the Ishmaelite. He tells me his story, and what do you think I do?

"There can't be the shadow of a doubt about that, Pat,' said the bishop.

"Your excellency, if he met me he would ride the rest of the way home. He would get more than advice. That's the reason I claim to be a better man than you. I've been to the college of experience, and I know. You don't know what has made any man become what he is. That is one of the things we learn to ask ourselves in the college of experience. Why is this man what he is? What sorrow that we never guessed has put him where he is?"

The next day the archbishop came to the gambler and offered his hand. "I've been thinking over what you said. You drew a picture of me last night. I believe God directed me here to learn of you, Pat Sheedy."

"I want to teach you that circumstances make a man what he is," Pat Sheedy said and has said a hundred times since. "We're not all pacers nor trotters. We have our own gait, and we go that gait, and that gait is fate. Why, even fat is fate. I've never eaten more than a bird. Why am I dying of fat? It's my fate."—*New York Journal*.

## The Duty of the Trade Unionist

BY W. H. WISNER.

We are engaged in a struggle for fair conditions for the workers. To better the condition of the worker is the sole aim and object of the trade union movement. With that object in view we have formed our voluntary associations, and we support them. But the mere payment of dues and upholding the hours and wages in our respective crafts does not make union men of us by any means. It is ridiculous to pay nine or twelve dollars per year toward the

support of a labor organization, and then spend fifteen or twenty dollars a week to counteract the good accomplished by the organization. There is a far greater work for us to do. There are thousands of child slaves in the sweatshops of our great cities, in the mills, mines and factories in all sections of our country.

In every town we find the underpaid female worker, striving to keep body and soul together on the mere pittance accorded to

her by some grasping slave driver, who seeks to coin gold out of the misery and suffering of his employes.

The sweatshop slave, working long hours in the vitiated atmosphere of the human rat hole he calls "home" and "shop" and which is made to serve in that dual capacity, joins the women workers and the child slave in a plea to you, not for sympathy, nor charity, but for aid in securing justice, in restoring the God-given right of happy childhood, of blessed womanhood and independent manhood to those who are unjustly deprived of their rights, and coupled with their plea a dire menace is ringing in your ears.

Little mites of children four years of age and upward are toiling in the sardine canneries of Maine in the so-called home workshops of our great cities, in our mills and factories everywhere.

I have seen boys eight years of age working twelve and one-half hours at night work. What kind of men and women do you think these children will be if they live to reach that state? Do you expect them to be well developed physically, morally, or mentally, when you have deprived them of the right to that development?

I know of manufacturers who pay women as much as 24 cents per dozen for making shirts in the so-called home work-shops. I have known women who worked from 5 a. m. till 7 p. m. six days of the week, and who have then received five dollars for their week's work. Do you expect women who work under such conditions to preserve sufficient morality to inculcate the principles of purity and right living to the rising generation? If you do, you are expecting too much.

The convicts in the prisons of nearly all the states are being used to further degrade

the American worker. Only recently in Alabama they were used to break the strike of the mine workers. Before proceeding to condemn Alabama too strong, let us look around home. Here in Pennsylvania, Ohio, West Virginia, Indiana and Maryland they have been used for years to drag down the molder, the garment worker, the cigar maker and the stonecutter. These states are not alone in that nefarious practice. Only three states of this union are free from that blot. The advocates of that system claim that they are reducing taxation by continuing it. And every taxpayer in Pennsylvania is being taxed to supply some manufacturer with cheap labor, free rent, free power, free machinery and exemption from taxation. Manufacturers employing free labor in this state are being taxed to provide their business rivals with all the accessories to successfully compete with them. The remedy for these conditions is in your hands. Will you use it? If you persistently refuse to purchase articles produced under these conditions you will put an end to these conditions.

Your only safeguard against the unfair labor conditions and against the disease-breeding product of the sweatshop is in insisting on the union label on every article you purchase. Whenever you purchase an article without the union label you are helping the oppressor of labor. When you insist on the union label on your purchases you are doing your part toward making this world a better place to live in than you found it.

No labor organization will permit its label to be used on the product of any manufacturer unless all of his product is made in clean, sanitary workshops, by fairly paid adult labor and with equal pay for equal work to both sexes.—*United Mine Worker's Journal*.

## To Try Growing Eastern Hardwoods in California

The Pacific Coast will soon be the scene of an interesting tree growing experiment. The United States Forest Service is planning to introduce a number of the more important eastern hardwoods into California and will this year experiment with chestnut, hickory, basswood, red oak, and yellow

poplar or tulip trees. Small patches of these trees will be planted near the forest rangers' cabins on the National Forests, and if these do well larger plantations on a commercial scale will soon be established on wider areas.

There are over 125 different species of

trees in California, a number of which produce some of the most valuable varieties of lumber in the country. Although considerably over one-half of the species are hardwood or broad-leaved trees, yet, with the exception of the exotic eucalyptus, there is not a single species of hardwood here ranking in commercial importance with the leading eastern hardwoods. Climatic conditions in many parts of California are undoubtedly favorable for the growth of a number of the valuable hardwoods, and the

absence of these trees is due mostly to unfavorable factors of seed distribution.

If the experiments are successful, a valuable asset will have been added to the forest resources of this State, which should prove of special benefit to the local furniture and vehicle industries. Chestnut and red oak are highly esteemed for furniture, while with hickory, basswood, and eucalyptus at its command, California should lead all other states in the vehicle industry.

## An Ocean Romance

A strange voyage! And still it had begun so pleasantly; in fact, I have never started to cross the Atlantic under such good auspices. La Provence is a swift, comfortable boat, commanded by the most jovial and gentlemanly of captains.

When we were about 500 miles out from Havre we were overtaken by a wireless dispatch flashed to us through the air. It read: "Arsene Lupin is aboard, traveling first cabin; blond hair, a wound on the right arm; is alone and goes under the name of R——." At this moment a clap of thunder burst through the air. The electric waves were disturbed and the rest of the telegram was not delivered.

Thus we on board the boat knew only the first letter of the name adopted by Arsene Lupin. Had the news concerned anything or anybody else, I am sure the secret would have been conscientiously kept, but there are things which defy you to keep them secret. Already the very same day all of us knew that the famous, or should I say notorious Arsene Lupin was among us.

Arsene Lupin on board! That slippery criminal whose deeds had filled columns and columns in every European newspaper! The mysterious outlaw whom old Janiward, the Sherlock Holmes of France, had challenged to a duel to the finish! Lupin, the gentleman burglar, who "worked" only in chateaus and salons, and who once left Baron Schormann's residence empty-handed leaving behind him his card, bearing the

words: "I shall return, my dear Baron, when you shall have become rich enough to buy real silverware and jewels instead of the plated goods and paste gems your house is now filled with!"

"And this state of affairs is going to last for five times twenty-four hours yet," Miss Nelly Underdown exclaimed the next morning. "That is unbearable! I hope they will catch him." And then, turning to me: "And you, M. Audressy, who are such a close friend of the captain, you don't even know anything."

I should have given much to have known something, just to please Miss Nelly. She was one of those bewitching creatures who immediately captivate the hearts of all and who are always surrounded by a court of admirers. Educated in Paris by her mother, who was a French woman by birth, she was now on her way to visit her father, the Dollarking Underdown of Chicago. She was accompanied by a friend, Lady Yerland.

"I really know nothing, Miss Underdown, but there is nothing to prevent us from starting an investigation of our own, following the detective methods of old Janiward, Arsene Lupin's arch enemy. We possess quite a few clues:

"1. Lupin is traveling under a name beginning with an R.

"2. He is traveling alone.

"3. He is a blond.

"Now, the first thing to do is to run over the list of passengers in the first cabin

and pick out all those whose names begin with an R."

\* \* \*

I had the list in my pocket, so I took it out and ran my eyes over it.

"I see there are thirteen passengers whose names begin with an R," I said. "Of these nine are traveling with their wives and servants. This leaves only four: Count Von Ravedan—

"Who is attached to the German Legation," Miss Nelly interrupted. "I know him."

"Major Rawson—"

"My uncle," somebody said.

"Signor Rivolta—"

"Here," came the answer from one of our group, an Italian whose black beard almost hid his face.

"The Signor can not be accused of being blond," Miss Nelly said, with a laugh.

"Then we are simply compelled to think that the guilty party is the last name on the list, M. Rozaine," I replied. "Does any one know M. Rozaine?"

No answer, but Miss Nelly turned to the young man whom I feared as a rival.

"Why, M. Rozaine," she exclaimed, "have you nothing to say?"

All eyes were turned upon him. He was blond, and I must admit my heart began to beat rather fast. The situation was a very unpleasant one.

"I did not answer," said M. Rozaine, who was the calmest of us, "because I have already come to the same conclusion in the same way, and I think that I ought to be arrested, as I am the only person on board whom the description fits."

"But you have no wound on your arm, have you?" Miss Nelly asked, rather anxiously, I thought.

"No, that at least does not tally with the description," he said, and nervously he bared his arm, which was without a blemish. A thought shot through my brain at the same moment, however—he had shown Miss Nelly his left arm.

\* \* \*

I was just about to make a remark to that effect, when something happened to distract our attention. Lady Yerland, Miss Nelly's friend, came rushing up from below, terribly excited. Only with the great-

est effort was she able to stammer: "My jewels!—my pearls!—everything has been stolen from me!"

The news created the greatest excitement, and we all agreed it must be Arsene Lupin's work, carried out in his best, most mysterious style. At the dinner table the two seats next to M. Rozaine were empty. No one cared to sit next to a man who might be in a penitentiary a month from now. In the evening we were told that the captain had sent for him, asking him to come to his stateroom. We all thought he had been arrested, and breathed considerably easier. After supper we had a hop, and between two dances I told Miss Nelly that I loved her, and she did not seem at all displeased.

The following morning we were surprised to hear that Rozaine was free. There were no proofs against him. He carried papers which proved beyond doubt that he was the son of a well known merchant at Bordeaux, and there was no cut or wound on either of his arms.

Somebody remarked that at the time the jewels were stolen Rozaine was known to have been walking on the promenade deck.

Half an hour later a slip of paper was passed from hand to hand among officers and passengers of all classes. On the slip was printed that M. Louis Rozaine offered a reward of 10,000 francs to any person pointing out Arsene Lupin or producing the stolen jewels.

"If no one will help me to find this thief," Rozaine declared, "I shall ferret him out single-handed."

And really the search of the boat gave no result, but the next day the captain's gold watch and chain were stolen out of his pocket.

Furious at his loss he doubled his efforts and his eyes never left Rozaine, with whom he had been alone several times. In the evening the watch and chain were found in the first officer's collar box.

\* \* \*

Now this was all very wonderful, and showed that Arsene Lupin was a master of his art. When I looked at the silent and melancholy Rozaine I could not help secretly admiring him.

Two nights before we were due in New

York the first officer heard somebody groaning in a dark corner of the deck, and when he ran over to investigate he found a man prostrated on the ground. His hands were tied together with a strong silk cord. It was Rozaine, who had been knocked down while out scouting. He had also been robbed of all his valuables, and a card bearing the following words was pinned to his coat: "Arsene Lupin thanks you very much for the 20,000 francs." Rozaine had just that amount in his wallet, which was quite empty.

\* \* \*

A real panic broke out. No one dared enter his stateroom or walk the deck alone. The passengers clung together in groups, the members of which knew they could trust one another. Arsene Lupin was everybody, and everybody was Arsene Lupin, who was now thought to possess supernatural powers. It was believed that he could assume any disguise and that he appeared now as the noble Count Von Raverdau, and then as Major Rawson.

"How pale you are, Miss Nelly," I said to my companion, who was leaning heavily on my arm.

"And you," she said. "You, too, are looking quite changed."

The gangway was now in position, but before we were allowed to leave customs officers, policemen and porters came aboard.

"If any one were to tell me that Arsene Lupin had left the boat before we came to Sandy Hook not even that would surprise me," said Nelly.

Rozaine passed. The officer whispered

to Gaminard, who shook his head and let him go.

"But, my God! where is, then, Arsene Lupin?"

\* \* \*

There were only about twenty more people on board. I told Miss Nelly we had better wait no longer.

"What does this mean?" I cried.

He looked at me for a moment and then said: "Arsene Lupin, I believe."

"No, sir; my name is Bernard d'Audressy," I said, with a laugh.

"Bernard d'Audressy died in Macedonia three years ago, and I can tell you just how you got his papers. You might as well give up the game, Lupin."

I hesitated a moment. Suddenly he struck me on my right arm. A cry of pain escaped me. He had hit the poorly-healed wound mentioned in the dispatch.

I saw that everything was lost and turned to Miss Nelly, who was pale as death.

\* \* \*

Her eyes met mine; then she looked at the kodak I had handed her a moment before, and I saw that she had guessed everything. Inside the kodak were Lady Yerland's jewels and Rozaine's 20,000 francs. She passed by me and started to go back on the steamer. Half way up the gangway she collided with a waiter and my kodak fell from her hand into the water, between the steamer and the dock.

Deeply touched I looked after her disappearing figure and sighed: "Sometimes I am really sorry that I am no honest man."  
—*New York Evening Journal*.

## Up in a Balloon

BY CAPT. GEO. W. BARBER, SR.

When old Judge Hargrave moved up on Tower Rock down on the coast of "Maine" and took Dagmar, his pretty daughter with him, it was certain evidence he was determined the girl shouldn't get married. You see Tower Rock rises right out of a beautiful valley sloping down to the coast a giant cube of gray granite 300 feet square at the base, its walls almost perpendicular, its

near-flat top nearly 300 feet above the ground.

Having a girl practically imprisoned on such a place was enough to discourage any lover, since there was only one possible path to the top and the judge fixed that so it was so full of pitfalls that a man couldn't have climbed thirty feet without falling back down into the valley where he

would land on nothing but jagged rocks. To cap the climax, after the judge had completed his preparation he calmly let it be known that only the man who could reach the top of Tower Rock could have his consent to marry Dagmar, provided, of course, she was willing.

"I reckon that will get rid of the dude railroad surveyor from Boston," the old fellow confided to some of his friends, "for he's been hanging around my summer camp too much lately, and Dagmar has taken quite a fancy to him because of his fine ways and smooth talk."

When the news of the situation reached Tom Lancaster, formerly of Yale, and late of Boston, it failed to impress him as expected. Instead of deciding to abandon the pursuit he made up his mind to stay, take the chance and win the father's consent, since he had already secured the girl's promise to become his wife if her father could be won to the cause. Cudgeling his wits to find a way, the recollection of a chemistry lesson back in the freshman year in college flashed through his mind like an inspiration. He decided to go at the matter systematically, and his first step was to quietly take a survey of the situation, and located a comparatively smooth spot about fifty feet from the back of the rock, on the east side. Then he announced he was going to Boston on business for a few days, and Judge Hargrave and not a few others were happy in the thought of how easily the railroad man had been foiled.

Dagmar, however, knew better, although she said nothing, and only smiled when her father mentioned the hasty retirement of her suitor. The day before Tom Lancaster left he had sent her a note saying he would return in a short time, and assuring her he had a plan whereby he could reach the top of Tower Rock and liberate her if necessary, without facing almost certain death in the attempt to climb by the path.

It was barely daylight when Tom Lancaster, after his trip to Boston, arrived at a small station on the W. & C. railroad, the nearest point to Tower Rock. Having seen

that three boxes, one of them rather heavy, were unloaded from the express car, he secured a man with a team and together they hurried to the station. Quickly the boxes were loaded and the trip to Tower Rock began. They reached the valley in good time and remained within the spruce grove until after night, and then quietly as possible the team was driven to the spot selected by Lancaster, on the east side of the rock. It was with inward satisfaction the determined lover noticed the light breeze was blowing in a favorable direction and he went about his work with the ardor of love. Alex Burton, the driver, helped as he could, and his wonder grew as he noted the strange contents of the boxes.

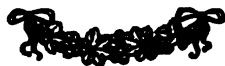
The rays of the dawning sun, blocked so long by the high granite hills, had just burst fully upon the top of Tower Rock when Judge Hargrave was roused by a sharp knock at the door of his bungalow. Speedily he rose, not sufficiently awake to be surprised that some one had reached the summit of the rock in spite of his precautions. It was only when he opened the door and saw Tom Lancaster smiling at him that the judge fully understood.

"How in thunder did you get here?" he exclaimed.

"By a little knowledge of chemistry learned in my freshman days," Lancaster replied. "I went to Boston for a balloon, sulphuric acid and iron filings. I arrived last night with the stuff, set up the balloon and used the acid and the iron filings to generate hydrogen gas to furnish the lifting power. Since I went up from the east side the light wind carried me over and when I thought I had a good place to light I dropped. I didn't have far to fall, and anchored the balloon to a boulder, ready to sail away again with my promised wife."

At that moment Dagmar, crowding past her father, was caught in her lover's arms.

"Since my daughter seems willing," remarked the judge, "I reckon you two better get married. We'll clear away all obstructions to the path and have the ceremony performed right here."



# Ladies' Corner

## Lonesome Town

Every town is "Lonesome Town"  
If we let our thought  
Drift to by-gone friends and days,  
'Stead of those we've got.

Ever yearning past delights,  
We perforce resign;  
When the place we're in grows sad,  
It's our fault—yours and mine!

Wretchedness springs not alone  
From temporary ills;  
Feeding on what-used-to-be,  
That's what hurts and kills!

Bottle up your sordidness—  
Who on his busy way  
Has time to listen to your  
"Romance of Yesterday?"

Hide your broken idols deep,  
So stranger folks can't see;  
Nobody's half as interested  
In what's down there—as WE.

Hail your passing neighbor with  
A broad "how-do-you-do,"  
Smile a little at him—and  
Just watch him smile at you!

This dreary, dull existence that  
The critics write about  
Is nothin' but God's Garden—  
All it needs is weedin' out!

## Overskirts to be Worn

Tunic skirts are represented among the recent models, particularly in the more dressy costumes, says Mrs. W. Harrison the soft materials, marquisette, crepe de chine, messaline, voile, cashmere and chiffon cloth, for instance, a not very fully gathered tunic overskirt falls very gracefully. I have in mind a certain cashmere dress which is being made in one of the very dark purple shades which will be fashionable this fall. The overskirt is long, reaching to about five inches above the edge of the foundation skirt, and it is cut circular out of one piece. It follows rather evenly the medium sweep of the foundation skirt in the back, and its lower edge is finished with a deep hem. The waist of this dress is made with soft gathered bretelles which reach only to below the bustline, where they are met by a sort of bib rising from the wastline and extending in the center front right up to the neck. The only trimming that is going to be used on this dress is silk bands in the same color, edging the bretelles, a few silk-covered buttons and a shallow lace yoke and collar.

## To Clean Milk Jars

Milk jars in which the milk has soured can be most quickly cleaned by putting first under the cold water spigot, then filling with hot water in which has been dissolved a liberal amount of washing soda.

## Home-Made Towels

The careful housewife will find that she may have even an excess of towels at quite small expense if she will finish the ends herself, instead of buying the fringed or bordered towels. Fourteen yards of damask toweling will make one dozen towels, and six of these might be finished with hemstitching and the other half-dozen scalloped. Each towel may be cut forty-two inches long, which will leave ample room for either a hem or a neat scalloped finish.

## An Inquisitive Son

A promising youth recently surprised his father by asking.

"Father, do you like mother?"

"Why, yes; of course."

"And she likes you?"

"Of course she does."

"Did she ever say so?"

"Many a time, my son."

"Did she marry you because she loved you?"

"Certainly she did."

The boy scrutinized his parent closely and after a long pause asked:

"Well, was she as near-sighted then as she is now?"—*Home Topics.*

## The First Kiss

The greatest surprise to a girl who gets kissed the first time is that there is no taste to it.—*Pocahontas Times.*

No taste to it? Well, by the hen feathers on Cupid's dart! but the Times man must be color blind in the palate. They tell us—those who have tried it—that it tastes like the double-distilled essence of honey spread thick on a piece of pumpkin pie. Away back in the dim and joyful years ago, when we lost all our teeth and our cinch on the beauty prize, the prettiest girl in all the world told us with her own eyes that it felt like a covey of quail flying out of each ear and ended up with a sensation like a flock of angels pouring molasses down one's back. No taste to the first kiss? Great Scots! It would make a wooden cigar Indian's hair curl and his toenails quiver in ecstasy! The Times man must be an ice house.—*Pocahontas (Ark.) Star.*

He's either a clam or "playing possum."

**Cake***Mahogany Cake.*

Two cups grated chocolate.  
 One cup sweet milk.  
 One and one-half cup sugar.  
 One-half cup butter.  
 Three eggs.  
 One teaspoon soda.  
 Two cups flour.

Cook the grated chocolate in one-half the sweet milk over the hot water, then cool. Cream butter and sugar together, add the eggs, one at a time, and beat thoroughly. Dissolve the soda in the remainder of the milk, add to first mixture, then stir in the flour. Add the chocolate last. Bake in a shallow buttered and floured pan about four minutes. Cover with cream frosting.

*Cream Frosting.*

One cup granulated sugar.  
 One teaspoon corn starch.  
 Three tablespoons boiling water.  
 White of one egg.  
 One teaspoon vanilla.  
 Put sugar, corn starch, and boiling water in a sauce pan. Stir until sugar is dissolved, let boil two and one-half minutes, taking time when syrup is bubbling all over. Pour syrup, gradually, on beaten white of one egg, beating constantly, continue beating until of right consistency to spread, add vanilla and spread on cake. If not beaten long enough, frosting will run, and if too long, it will not be smooth. Should be soft inside and glossy on surface.

*Hermits.*

One cup butter.  
 One and three-fourths cup sugar.  
 Three eggs.  
 One cup milk.  
 Three cups flour.  
 One-half teaspoon soda.  
 One-half teaspoon cinnamon.  
 One-half teaspoon cloves.  
 One cup walnut meats.  
 One cup seeded raisins.  
 One-half cup currants.  
 Little nutmeg.  
 Cream butter, add gradually sugar and eggs well beaten and milk, flour mixed and sifted with soda, cinnamon, cloves, little nutmeg, English walnuts chopped, seeded raisins, and currants. Drop from tip of spoon on well buttered tin, two inches apart.

*Marshmallow Frosting.*

Three-fourths cup thin cream.  
 One-half cup sugar.  
 Three-eighths pound marshmallow.  
 Boil sugar and cream together until a soft ball will form when syrup is dropped in cold water. Add marshmallows and beat until smooth enough to spread over cake. If cream is curdled by sugar, stir occasionally to prevent burning and sticking.

*Silver Cake.*

One-third cup butter.  
 One cup sugar.  
 One-half cup milk.  
 One-half cup corn starch.  
 Two and one-half teaspoons baking powder.  
 One-quarter teaspoon salt.  
 White three eggs.  
 One-half teaspoon almond extract.  
 Cream butter and sugar together add the milk and mix until smooth. Sift together flour, corn starch, baking powder, and salt. Add to first mixture gradually, beating thoroughly. Flavor with almond extract and lastly fold in the stiffly beaten whites of eggs. Bake in two layer tins in a moderate oven. Cakes in which whites of eggs are used require a slower oven than those in which whites and yolks are beaten together.

**Baked Custard**

Four cups scalded milk.  
 Five eggs.  
 One-half cup sugar.  
 One-quarter teaspoon salt.  
 A little grated nutmeg.  
 Beat eggs, add sugar and salt and pour on slowly the scalded milk. Pour into buttered baking dish, or into individual buttered baking cups, sprinkle with nutmeg. Set in a pan of hot water and bake in a slow oven until custard is firm. Remove from pan containing hot water and set in cold water to cool quickly.

**Cologne for Tired Feet**

The girl who suffers with her feet as soon as summer comes will often find relief by bathing them frequently with cologne or alcohol.

Do not begrudge the time spent in removing shoes and stockings to bathe the feet whenever especially tired. To suffer with the feet is a greater strain on the nervous system, not to mention one's temper, than most women realize. Nothing should be counted too much trouble that will give even temporary relief.

Besides cologne rubbing, the woman with sensitive feet should be particular about her shoes and stockings. Counting cost with footwear is the greatest mistake she can make. Probably she can find moderate priced ready made shoes that will fit her, but if she cannot she should hunt some one who can combine comfort with style and have shoes made if they are three times as expensive as she is accustomed to pay.

If darts hurt her feet it is not economy to darn. Buy cheaper stockings and throw them away as soon as holes appear or turn them over to some member of the family who knows not the meaning of sensitive feet.

### Toilet Tips

Almond meal is preferred by some women to soap and acts as a pleasing alternative to soap at any time. This softens, cleanses and whitens the skin.

Nothing will better draw out inflammation caused by tears than to soak the eyes in hot water. To do this the cloth should be wet and laid over the lids, renewing as soon as the heat subsides. Ten minutes of this makes the whole face red, and as the blood recedes the lids bleach with the rest of the skin.

The woman who finds it difficult to do her household tasks in gloves, yet values unstained nails, should get in the habit of digging her fingers into a cake of white soap before beginning to work. The soap fills up the nails, prevents other substances from getting under and is at once removed as soon as the hands are washed. If it is not convenient to use white soap, a pure kitchen variety will answer, but it often irritates sensitive skins. Filling the finger nails with soap is also recommended for women gardeners. Always keep a half of a lemon on the kitchen sink and rub the tips of the fingers in it as soon as the hands are washed after rough work. This is an excellent way to remove fruit stains, an important consideration in summer.

### Cook's Injury—Painful to Her and to Guests

There was company at dinner, and the platter in front of the host contained a fine roast of beef. He drew the sharp carving knife across the ringing steel a few times, just because that is a way carvers have, drove the fork deep into the steaming beef, described a scalping knife flourish in the air and gracefully began operations.

Two nice and tender slices clear across the roast had resulted and he was turning off the third when the blade struck a skewer, made a sliding upward motion and came out at the top, with a result that the proposed slice looked like a frost bitten leaf curled up by the sun.

He could not say intense things in the presence of his guests, but he froze his wife with a look, made a grim joke about the indigestibility of roasted hard wood, inquired whether the butcher also ran a woodyard, dug the skewer out viciously and ordered Willie, who had made several attempts to tell something, to keep still or leave the table. His evident temper led to an embarrassing silence, and Willie saw an opening that he could not resist.

"Cook has burned her nose orful," he announced.

"Too bad," said the father, whose good humor was coming back. "How did she do it?"

"Trying ter pull them skewers out with her teeth."—*London Tit-Bits.*

### A Vision

BY ROBT. G. INGERSOLL.

I see a world where thrones have crumbled and where kings are dust. The aristocracy of idleness has perished from the earth.

I see a world without a slave. Man at last is free. Nature's forces have by science been enslaved. Lightning and light, wind and wave, frost and flame, and all the secret, subtle powers of earth and air are the tireless toilers for the human race.

I see a world at peace, adorned with every form of art, with music's myriad voices thrilled, while lips are rich with words of love and truth—a world in which no exile sighs, no prisoner mourns; a world on which the gibbet's shadow does not fall; a world where labor reaps its full reward; where work and worth go hand in hand; where the poor girl trying to win bread with the needle—the needle, that has been called "the asp for the breast of the poor"—is not driven to the desperate choice of crime or death, of suicide or shame.

I see a world without the beggar's outstretched palm, the miser's heartless, stony stare, the piteous wail of want, the livid lips of lies, the cruel eyes of scorn.

I see a race without disease of flesh or brain—shapely and fair, the married harmony of form and function—and, as I look life lengthens, joy deepens, love canopies the earth; and over all, in the great dome, shines the eternal star of human hope.

### Cozy Comforters

Take a pair of blankets, worn thin or in holes, place the two together and cover both sides with cheese-cloth. Turn in the edges, and with blue or pink wool, tuft the comforter at regular intervals and work blanket-stitch around the four sides.

### A Use for Old Shirt Waists

Old white shirt waists which are worn around the neck or at the cuff may be used to make corset covers. Remove the sleeves and cut the armholes larger and cut the neck lower. Finish around the bottom with a peplum. The armholes and neck may be finished in any way the wearer chooses.

A clever device for overcoming the shrinkage at the bottom of a wash skirt is to run a tuck around the lower inside edge of the hem. First outline with basting thread the lower edge of the skirt where it is to be turned up, then run in the tuck before the skirt is turned up and sewed. Before sending the skirt to the laundry, rip out the tuck, and there will be sufficient length to allow for shrinkage.

### Untold

BY GEORGIE M. L. SCRIBNER.

There are stories that never are written,  
There are songs that never are sung;  
There are hopes and aspirations  
That fill the heart when young,

That never reach fruition  
While we live on this earth below,  
And the heart grows sick with longing;  
But perhaps it is better so.

There are tears that never are shed  
As we still go bravely on,  
And hide our pain from the sight of men  
And smile when the fight is won.

For this life is a field of battle—  
If we're soldiers brave and true,  
And we fight or wait when duty calls,  
The whole of this earth-life through.

There is joy will come to us after,  
If we've striven the best we know.  
We shall sing our songs hereafter,  
And be glad that we kept from view

The sorrows that so discouraged us,  
And the stories, laden with pain;  
And rejoice that our Captain knew what  
was best,  
And shall know we have fought not in  
vain.

### How Flies Seek Food

"Common opinion," says E. T. Brewster, writing on the house-fly in *McClure's* for September, "has it that the fly meditates profoundly on the conduct of life, knows what he wants and why he wants it, and deliberately joins the assembly around the top of the kitchen screen door to wait for the chance to dodge in when the cook comes out.

"As a matter of fact, the fly is no such rational thinker. He has one supreme motive in life, and that is—to move toward the strongest smell. He enters the house because there are more smells inside than out, and, once in, he frequents the kitchen because there are more smells there than in the parlor. The fly does not find its food by sight, but by odor only. In fact, the fly's sight is extremely poor; for nature has never solved the optical problem of making a small eye see as clearly as a large one. The customary swarm of flies around the kitchen door means only that the kitchen windows are opened at the bottom, and since the top of the door is the highest opening in the room, that, rather than one of the windows, is carrying the out-draft and the smell of yesterday's soup. The

moral is, adjust the ventilation so that the out-draft shall be through a screened window. No fly will ever see a door open and deliberately fly in.

"For the same reason, all unused chimneys connected with fireplaces ought to be screened just as carefully as the windows. In the cool weather of early fall when the flies are worst, the chimney-draft is usually outward. The fly never hunts for an opening to come in by; but he does head upstream to an air current which bears the savor of most human foods. Therefore, when the air of a home goes out of a chimney the fly comes in."

### Princess Gowns for Autumn of Serge

The princess dress has proved itself to be adaptable to every material that is in use now—a wide variety, indeed. From cloths and silks, the princess has come to be made during the past summer from linens and cotton wash goods and even as thin materials as net and chiffon cloth. Serge is one of the favorite fall materials, because it is at the same time practical and serviceable. The yoke, collar and cuffs are frequently made of net, and the bands which trim the dress are of the serge braided with soutache.—*The Designer* for September.

### Teach Children

To be true to their word and their work.  
To face all difficulties with courage and cheerfulness.

To live a clean life in thought as well as word and deed.

To command they must first learn to obey.

That there can be no compromise between honesty and dishonesty.

To form no friendships that can bring them into degrading associations.

To respect other people's convictions and not to continually air their own.

A neat way to mend torn garments, silk or wool, is with mending tissue, which can be obtained at any tailor's shop. Lay article to be mended on the ironing board, place torn edges neatly together, lay on strip of mending tissue, then goods to match garment, and iron carefully, with iron not too hot.

### The Next War Play

"What properties will we need for the battle scene?"

"None whatever. The stage will be bare. The men are supposed to be wearing invisible uniforms and firing smokeless powder from noiseless guns."



# Editorial

## Rights of Wage Earners

The attention of the public has been attracted, through the public press, to the fact that within the past few weeks a large force of unorganized workmen employed by the Pressed Steel Car Company at McKees Rocks, Pa., have been on a strike.

These strikers were without a union organization, they were unskilled laborers and foreigners, most of them but recently arrived in this country and many of them could not speak a word of English.

Mr. Hoffstot, president of the car company, is quoted as saying that he buys his labor in the cheapest market, and it is believed that as there is in the eastern states an overabundance of cheap immigrant labor, he has found his laborers in that market.

Paul U. Kellogg, in *The Survey*, gives the following description of the car company's plant:

"McKees Rocks is a borough on the left bank of the Ohio river just below Pittsburgh. The Schoen works, now a plant of the Pressed Steel Car Company, are outside its limits in Stowe Township—acres of low mill buildings. Adjoining are rows of box-like company houses, making up what is popularly known as Hunkeyville. Here, and in the closely built courts of McKees Rocks, with their wooden balconies, rear buildings and fluttering clothes lines, live the Slavs."

It seems that at the beginning of the strike the plant was only working half of its force which was working full time, and with the resumption of active work early in 1909, a track system was installed, and what is there known as the pooling system was made generally applicable. In describing the track and pooling system Mr. Kellogg says in part:

"A track runs the length of the erection aisle. The trucks are placed on the track at one end, electric cranes pick up the plates, piece by piece they are put together and riveted, and a completed car rolls off the other end of the track. There are perhaps twelve positions on this track and at each position a group of men who perform one step in the process of completing a car. Every position is allowed, say, twenty min-

utes. If the gang at position eight is slow, or has difficulties in getting out its stint, it holds up the whole procession, and every man in the earlier positions loses time. Gang 8 always wants car B from gang 7 the minute it is through with car A; and gang 7 always wants gang 8 to be through with car A by the time it finishes car B, so it can take car C from gang 6. If time wages were paid, and a car erected in a stationary position, all the delays would fall on the company, and only constant prodding from a foreman would keep a loafer or a greener at high speed. By means of piece wages and a track down the erection aisle, one gang drives another. The installation of such a system, even in a few departments as was done at McKees Rocks, was bound to provoke some friction at the start.

"The pool piece-work earnings of each man was apportioned in this way: If all men in the pool had been paid by their hourly ratings, they would have earned a total of \$107. But by handling 1,100 pieces during the fortnight at piece rates, we have seen the pool was entitled to \$135 or \$28 excess. Divide \$135 by \$107 and you have 1.2617 for a pool rate, with which to multiply the day rate earnings of each man to get his share of the excess. Thus John Doe, helper, in the sample pool, who worked 100 hours and was rated at 17c, was entitled not only to  $100 \times 17c$ , or \$17; but to  $1.2617 \times \$17$ , or \$21.45—his pool piece work earnings for the fortnight.

"This is the pool-piece work system in a nutshell. From a manager's standpoint it has a signal administrative advantage in making the men each other's monitors in keeping up speed and discipline. When the earnings of an entire pool are dependent on the output of every man in it, it is claimed the men will get rid of the drones, and develop spirit and team play."

Under the old system the piece rates were posted so that the men could determine by the number of pieces finished what their wages would amount to, but under the new pooling system the men charge that they have no means of determining the amount due them, as the piece rates are not posted.

In addition to their general grievances, the foreigners charge that they had no one to whom they could go to enter complaints against their bosses, small pay, etc.

The foreign labor, unable to ascertain

from the car company's officials just what their rate of pay was, and believing that they were getting decidedly the worst of it, refused to longer work unless they were told their rate of pay. The company then endeavored to bring in strike breakers, but it is said that the limited number of men they were able to procure were so dissatisfied with the miserable treatment received that they, too, struck and got out as soon as the company would release them.

Some rioting took place after the state constabulary arrived on the ground, claims being made that it was as much the fault of the constables as the striking workmen. Violence and disregard of the law are to be deplored at all times, but it must be admitted that the type of foreign laborers employed by the Pressed Steel Car Company has been subject to injustice and brutal treatment from the time of his arrival in this country, and it is not so strange that in their desperation and ignorance they have broken loose to some extent.

The strikers organized a committee and endeavored to obtain conference with the car company's officials, but without success. Interested people in Pittsburg made repeated advances in behalf of the strikers and suggested to the officials that the matter be left to an impartial board of arbitration for adjustment, but without avail.

Secretary Frank Morrison, of the American Federation of Labor, has addressed the following letter to Secretary Nagel of the Department of Commerce and Labor at Washington, which gives a concise history of the case, and requests him to inaugurate an investigation under the laws provided in such cases, and it is to be hoped that it will be forthcoming:

Washington, August 28, 1909.

Sir: I herewith make a formal request for an investigation into the conditions which caused the strike of the employes of the Pressed Steel Car Company, at McKees Rocks, Pa., and base such request upon section 8, of the act of February 14, 1903, which provides in the last clause of said section that "he (Secretary of Commerce and Labor) shall also from time to time make such special investigations and reports as he may be required to do by the President, or by either House of Congress, OR WHICH HE HIMSELF MAY DEEM NECESSARY AND URGENT."

I would respectfully call your attention

to the fact that the strikers are composed of several thousand alien and unorganized men, whose wages have been reduced by the officers of the Pressed Steel Car Company to such an extent, that in sheer desperation they decided to cease work until the many grievances, which they could no longer bear, were remedied, and a higher wage-rate was paid.

While I deplore the rioting and needless sacrifice of human life caused by the struggle of these alien workers for better conditions, yet I submit that because this rioting and loss of life has occurred, it should not be permitted to divert our attention from the fact that the rioting and loss of life are the direct result of the unbearable and unbelievable conditions that have been forced upon these defenseless and helpless wage workers by the Pressed Steel Car Company.

In support of the above statement I call your attention to the full report made by Mr. Paul U. Kellogg, published in the August 7 issue of *The Survey*, and quote a small part thereof to give you some idea of the un-American conditions under which the employes of this company have been compelled to work:

"The charges brought by the men against the way the Pressed Steel Car Company applied this system are many and definite. Since the strike the company has offered to look into and adjust any case of individual grievance brought before it, but has flatly refused to take them up before an impartial board of arbitration.

"In the first place, the men charge that they have no means of checking up what is coming to them. No piece rates are posted as under the old system. They don't know what the pool is going to get per piece for any of the work it does, nor the lump sum due it at the end of a fortnight. They claim the hourly rating is not a guaranteed minimum; that many of the men have received pay far under what they understood their rating to be, and that foremen and superintendents have refused to tell others what their rating was. Further, it is alleged that where a lump sum is paid for a series of operations done by different gangs in completing a car, no money is paid any of the gangs until the whole series of operations is completed. As some pools have included as many as three hundred men, it is manifestly impossible for the men to keep track. Their pay envelopes show on the outside merely the check number, and the amount inside—neither the man's rating, nor the number of hours he has worked, nor the bonus due him under the piece pool system, nor the amount arbitrarily deducted from his earnings by the company for insurance.

\* \* \*

"The strikers' committee collected a

large number of pay envelopes, showing the amounts received, and taking the men's statements as to the number of hours they had worked. Some of these cases were published, and the company in reply stated that its books showed the men worked less time than they claimed. The men had no books.

"Let me quote, by way of illustration, a few of the number of cases collected by Alois B. Koukol, secretary of the National Slavonic Society, who interviewed men of several nationalities:

"Max Sharp, check 4617, backer-up; pay June 15, 3 days, \$1; June 15-30, 13 days, \$24. Sharp stated that his master riveter received only \$16 during the last named period, although he worked the same hours and his pay should have been the higher.

"John Jakubik, check 156, laborer in yard, supposedly at \$1.33 per day; 14 days, \$15.

"John Malinak, check 5099, riveter; pay July 10, 4 days, \$3.50. Stated five other men working with him on the same job received same pay for same period.

"Danko Lacik, check 4092, riveter; pay July 10, 10 days, 2 nights, \$6.50.

"Stefan Humenuyi, check 3127, puncher; pay June 15, 10½ days, \$14.50; July 1, 10½ days, \$14.95. This man worked in the shops for over seven years and used to make, he says, at least \$30 under the old system.

"Sobek Pelts, check 3462, worked three nights in May, and did not draw any pay for it. He complained to the foreman and was sent to office. They referred him back to foreman, and he wound up the affair by saying, 'Well, what do you think, that I am going to pay you from my own pocket?'

"Andy Comisak, check 4028, backer-up, 14 days, 7 hours, \$20.30. Another backer-up in the same gang worked same hours and got \$23.65 this pay. Comisak complained, his foreman promised to 'fix it up' but did not do anything.

"This wage trouble was not in any one group. It ran from yard laborer up. A pressman, who had been five years in the works, told me he earned \$50, \$55, and \$60 a fortnight under the old system. His last few pays ranged from \$22 to \$28.

"Under the name of the Fidelity Land Company the Pressed Steel Car Company owns 200 double houses in Schoenville. These rent for \$12 a month for four rooms, well ventilated, but without water in the houses. The rent money is taken out of the pay envelope of the boarding boss; and when this is not enough, the claim is made that it has been taken out of his lodger's pay. A laborer can not afford to rent one of these houses unless he fills it with lodgers. That is their purpose—lodging houses."

In addition to the above, I would refer you to the Rev. A. F. Toner, pastor of St. Mary's Catholic Church, McKees Rocks,

Pa., who has been repeatedly quoted as having stated in the pulpit and in the public press "that the conditions under which the employes of the company work and live are such that they are unfit for publication;" and that "they are a disgrace to our civilization."

For additional information regarding this strike, I would refer you to the statements which have been published in the public press.

If this very brief mention of existing conditions in McKees Rocks is deemed sufficient for you to deem it necessary and urgent to inaugurate an investigation and make a report to the public, I would particularly direct your attention to the fact: That the Pressed Steel Car Company is especially favored by the United States government; that this company is enabled by a protective tariff to place a much higher price upon their products than it could if they were on the free list; that this company, because of the tariff enjoyed by the iron and steel industry, collects a vast sum of money each year from the American public; that the new tariff law has just been enacted; that the representatives of the great iron and steel companies set up the plea that if the present tariff was continued on their products the benefits would accrue to their employes, and that if the tariff was not enacted they would be forced to reduce the wages of their employes; that because of such information being submitted by representatives of the iron and steel companies who desired a still higher tariff the present law was adopted in good faith by the last Congress.

I therefore contend that the public has a right to know if the iron and steel companies, who are profiting on account of a protective tariff, are keeping faith with the government, and are paying their employes a reasonable wage rate, a wage rate in keeping with the protection enjoyed by the companies.

A careful investigation of all the facts in this case would place you in possession of sufficient information to enable you to inform the public whether the increased prices charged by the Pressed Steel Car Company, as the result of the existing tariff on their products and the materials of which they are composed, are received by their employes or, on the other hand if they are diverted in part, or in their entirety, to enlarge the profits of the various companies and to increase the dividends of their stockholders.

In any event, in the face of the grave and serious charges made and conditions now existing at McKees Rocks, Pa., the public should have a clear-cut report of the facts in the case from the officers of the government whose duty it is to make an investigation of that character. The public

will then have an unbiased report and be in a position to judge whether the fearful and awful conditions alleged to exist in McKees Rocks are true or false.

I therefore submit this request and express the hope that it will receive your immediate and favorable consideration.

Very respectfully yours,

FRANK MORRISON,

Sec'y American Federation of Labor.

HON. CHARLES NAGEL,

Sec'y Department of Commerce and Labor, Washington, D. C.

The *Outlook* in a strong editorial rebukes the position taken by the Pressed Steel Car Company. We read:

From these facts and this statement we think it is clear how the Pressed Steel Car Company answers the elementary questions raised by the strike: Has the workman any rights the employer is bound to respect? He has the right to quit work, and that is his only right in industry. Is the public concerned in the way a company treats its men? Not at all; it is the public's business simply to protect property and enable the capitalist to get laborers; what the capitalist does with those laborers after he gets them is none of the public's business. Is the workman on a different basis from the material on which he works? Not essentially. The only difference is that the car company has to buy its steel at the price set by the steel manufacturers; whereas it buys its labor at its own price. This is, of course, because the steel manufacturers are organized, while these laborers are not. Is the workman to be treated otherwise than as a tool or a piece of machinery? Cer-

tainly with no more care; probably with less. If a piece of machinery breaks down, the company has to stand the loss; so it is careful of machinery. But if a workman is killed, some slight damages are paid out of the workmen's fund; so the company does not have to be careful of men.

This attitude is that of industrial autocracy. It is the attitude of those who believe that the sole control of industry belongs to the owner of capital. It is an attitude that cannot be maintained in a democracy. Indeed, it is possible only to the autocrat or the socialist. If the principle upheld by President Hoffstot is right, then socialism is inevitable, for the public must control industry, and if the owner of capital is the sole arbiter of industry, then the public must own all capital, and that is socialism.

We do not believe that the owner of capital is the sole arbiter of industry. Labor has a right as well as capital to direct industrial activity and decide industrial questions. The public is more and more going to concern itself with the condition of laborers; it is going to see that laborers have at least as advantageous a position as pig iron, and that a human being is counted of more value than many pieces of machinery. Mr. Hoffstot is the relic of a past epoch.

Men like Mr. Hoffstot may come and go, but with the memory of the great loss of property and lives in the Pittsburgh district in that great unorganized strike in 1877 before us, we cannot help but believe that the principle of collective bargaining, together with a spirit of fairness and a humane regard for the welfare of those who toil, will produce far better results.

## Some Labor Day Thoughts

In this day and age almost every month in the year has some kind of a holiday in it and the month of September is not an exception, Monday, September 6, having been set apart as a legal holiday by the various state legislatures, a day legally set apart for the purpose of giving labor an opportunity to display itself in its intelligence, influence, prestige and power. Some cities have holiday parades, others have had entertainments with music and speeches, still others have had picnics with the usual accompaniment of games and jollity. These various entertainments have portrayed enthusiasm, hope, cheerfulness

and progress. And it is well that those who toil for wages can have one day set apart for its own particular observance, one day in the year to abstain from labor, one day in which to get acquainted and visit, those of one craft with those of another, to look back over the accomplishments of the past year and to look forward to the approaching year and plan for that which it shall hope to accomplish.

Notwithstanding that Labor Day is a holiday of organized workmen, no attempt is made to monopolize the day by them, as at nearly all entertainments and festivities there can be found numbers of those not

yet affiliated with any organization; and the public generally is expected to join in celebrating the day.

Mr. Charles P. Neill, United States Commissioner of Labor, well and favorably known for his splendid success as a mediator in disagreements between capital and labor, in an article in the *Union Reporter* about the day just celebrated, writes interestingly. We read:

The fact that there is such a legal holiday as Labor Day means that the trade union movement in this country is recognized as a movement of progress and is representative of principles the operation of which conduce to the general welfare. There is no opposition to Labor Day worthy of the name of opposition. The necessity of trade unionism in a country like ours is fully admitted by statesmen, philosophers, economists and capitalists alike. And thus it is that all classes of the nation are interested in Labor Day as the day on which the principles of trade unionism are most extensively and clearly brought to the attention of the public.

Labor Day is suggestive of the fact that not so very long ago not only was there no such thing as Labor Day thought of in this country, but there was hardly a trade union in the country of sufficient influence to potently advocate the establishment of such a day.

But a brighter day has dawned; there is a freer atmosphere to breathe; the flag of personal freedom has been unfurled and waves in the breeze and the principles of equality and fraternity are more recognized today, so far as labor is concerned, than they ever were. This advancement has been achieved by trade unionism, that unionism or great agency for good that is to be celebrated next Monday throughout the United States. Trade unionism is now entrenched behind the fortress of principles of truth and liberty and equality that are immortal and will, therefore, never die. As Whittier beautifully put it:

The weapons which your hands have found

Are those which Heaven itself has wrought,

Light, Truth and Love; your battle ground

The free, broad field of thought.

Since Labor Day was established there have been various ways of celebrating it and at present the methods are numerous. For a long time the street parade was the leading and almost the only feature at many places.

It will be exceedingly interesting to thousands to know something of the history of

Labor Day. Although it is of recent origin there is really little definitely known about it by the public. There exists more or less conflict of opinion as to how Labor Day really did originate inasmuch as its origin is traced to several sources. It is, however, safe to state that it had at least its inception in 1882 when the Knights of Labor held their general assembly in New York during the month of September. There was a great parade by wage workers in connection with that assembly and the demonstration created so much enthusiasm that on the first Monday in September of the following year the New York Central Union held another great labor parade. In 1884 at a convention George R. Lloyd, a Knight of Labor, moved a resolution declaring that in future the first Monday in September of each year be set apart as Labor Day. This resolution was carried, of course, and Labor Day became more and more popular from that time on. Trade unions all over the country began to have their respective state legislatures pass a law legalizing Labor Day as a holiday. Colorado led the way in this respect on March 15, 1887, quickly followed by New Jersey, New York and Massachusetts. Since then almost every state in the country has legalized Labor Day.

And so we find Labor Day in 1909. It is a day that ought to be revered by the man who toils for wages and also by every well wisher for the country's progress. It is no maudlin sentiment to say that labor is actually the source of the nation's greatness; whatever part other agencies in production may play the fact remains that labor is the primary factor and that in proportion as labor is cared for, protected and circumstanced socially, morally, intellectually and materially so much the better will it be for the nation and the world.

It will be well to bear in mind that what has been accomplished has been the result of each one actively engaged in the trade union movement performing his work. Each one has a mission, for life really is a mission and duty is its highest law; in the comprehension of that mission and fulfillment of that duty lie our means to further progress.

In a short article on the same subject in the *Iron City Trades Journal*, James Duncan, first vice-president of the American Federation of Labor, gives the following advice to those engaging in parades, and we suggest the propriety of carrying this same spirit and poise throughout the balance of the year as well:

Where parades are in evidence, march with heads erect, proud of your calling and your cause, and bear yourself throughout with the noble dignity becoming to union

freemen. Let your addresses in the halls and hustings be respectful of the laws and institutions of our country, for by so doing you will symbolize the true union man who, while he may desire changes of acts which he believes are oppressive, knows he is a citizen of a republic and will go about the necessary change in the deliberate manner becoming to true citizenship. Let your remarks ring forth the glad tidings that enjoying our freedom as men and citizens we aspire to be helpful in doing the best for the advancement of the cause of Labor and of our great republic.

It is said that some years ago John L. Sullivan, then in his prime, and a French Count visited the Union Stock Yards, Chicago, at the same time, and that John L. attracted all the attention because "he looked his job." We think that a member of a labor organization should so conduct himself that he will be worthy of his hire, worthy of his membership, proud of his organization and his organization proud of him—and look and act the part.

## How to be a First-Class Trainmaster

In its issue of May 7 last, the *Railroad Age Gazette* offered a premium of \$75 for the best article on the above subject written by a trainmaster of at least one year's experience in that position. Contestants for the prize from twenty-five different lines of road competed therefor, and the selection of the prize winner was left to Mr. Besler, vice-president and general manager of the Central Railroad of New Jersey, and Mr. Harahan, assistant to the president of the Erie Railroad. After a careful reading of the different articles they agreed in awarding the prize to C. B. Wildman, trainmaster of the St. Louis, Iron Mountain & Southern, at Van Buren, Ark., and the essay appeared in the *Railroad Age Gazette's* issue of August 13. The essay is full of good suggestions relative to the duties pertaining to the office of trainmaster, and many of them might with perfect propriety be accepted by higher officials as well. The principal subjects touched upon in the essay are:

1. Loyalty to superior officers and the company for which you work, and the necessity for truthfulness at all times.

2. Importance of keeping in touch with all matters within the territory where work is done and reporting to superiors all things observed that would be of benefit to the service.

3. Handling of men and the ability to inspire their confidence in and the feeling of fidelity to the officers and the company for whom they work. Personally attending to the hiring of men and as far as possible giving due consideration to all requests emanating from them and the grant-

ing of all reasonable requests from them when within their power to do so.

4. The faithful enforcement of rules which are essential to insure discipline among employes and courtesy towards the public and safety to all concerned.

5. Keeping well informed as to tonnage handled; engines, their condition, mileage made, coaling of, failures of, etc.

6. Overtime and constructive mileage, deadheading, etc., which to a certain extent are necessary and advisable at times, but which, without proper attention, will be abused, resulting in a waste of company's money.

7. Distribution of cars, prompt release of loaded cars, proper equipment of cabooses and keeping in close touch with agents and operators, and seeing that their duties are properly performed.

8. Proper attention to derailments, wrecks, washouts, loose material around the company premises, etc.

9. Attention to passenger service, especially as to proper condition of coaches and qualifications of men—their manner of intercourse with the public and their selection to fill these positions should be based upon special adaptability and fitness for these positions.

10. Conscientiousness and willingness at all times to attend to duty and please at all times those for whom services are rendered.

Mr. Wildman's article contains much food for reflection on questions affecting the co-operation of officials and employes and with the ideal trainmaster he pictures, employes should stand ready to contribute their full proportion in bringing the property upon which they are employed up to a high standard. Mr. Wildman deserves much credit for his able article.

## Looking Backward

"Backward, turn backward, O time in your flight," are the commencing words of an old song seldom heard nowadays, for in this hurry-up age most of us are too busy looking ahead and watching for coming events. But occasionally something to remind us of the past comes to view, and thoughts of the old flat-roofed coaches, the hand brakes, the link and pin couplings, tiny engines and cars, tiny by the side of the present day monsters, come crowding before us. A good brother sends us a clipping from the St. Albans (Vt.) *Messenger* that has put our memory of past railroad events entirely out of the running; we doubt if there are many "old timers" now living who had to do with such primitive methods of moving trains. Here it is:

TEXT OF A TRAIN ORDER GIVEN ON OLD VERMONT CENTRAL RAILROAD IN 1859.

Railroad men generally will be interested to read the text of a "train order" used to dispatch a train on the old Vermont Central railroad nearly half a century ago. It is handed *The Messenger* by Frank Clater of White River Junction, one of the veteran locomotive engineers of the country, and, as will be noticed, is in the form of a personal letter to the engineer. This was be-

fore the day of despatching trains by telegraph. From certain precautionary instructions given in the letter it will be noticed, also, that this was before the day when "rules" had become established and codified and acquaintance with them made an essential part of the engineer's fitness for duty. Railroadng was new and experimental when this order was written. Contrasted with the brief, summary train orders received today, this careful letter of instructions will arouse a smile among the younger generation of railroad men and strange memories of half-forgotten days among the veterans. Here is the "train order":

"Northfield, Oct. 7, 1859.

"Frank Clater

"Engineer

"Dear Sir

"You will please follow No. 9 mail train this p m to Rouses Point this p m with engine Mohegan. The engine on mail train will carry a red flag for your engine which you will follow to the Point and carry a red flag for engine Winooski which will follow your engine to the Point and return tomorrow on freight. You be careful to keep safe distance from the train you follow and notify all concerned what your flag is for. You will return tomorrow on freight.

"Yours

"E. F. Perkins,

"M. M. Vt. C. R. R.

"By R. Camp"

## True Reform

ELLA WHEELER WILCOX

Oh, ye men who prate of college,  
And of books as doors to hope,  
Go and gain the living knowledge  
Where the toiling people grope.  
Like the plants in shadowy places,  
They are needing sun to bloom—  
They are hungering for life's graces,  
They are wanting light and room.

Give them something more of pleasure  
Than ten million dollar tomes;  
Give them work and give them leisure,  
Give them clubs and give them homes.  
Open wide the door of beauty  
And invite the people in—  
And you'll find the paths of duty  
Better filled than paths of sin.

Oh, I cannot sit debating  
On the issues of a creed,  
With the mighty work that's waiting  
And the world's tremendous need,

And the cold and costly steeple  
Brings no pennies from my purse,  
While the people, people, people  
Groan beneath oppression's curse.

While the tenements are reeking  
With the striving, toiling poor,  
Do not send your churchmen seeking  
Help for heathens to my door.  
Let them go where sin carouses,  
Or where seething sweatshops stand;  
Let them see the slaughterhouses  
Of the children of our land.

True reform has one beginning—  
The right hand of brotherhood.  
Would you help men out of sinning?  
Would you lead them into good?  
Would you teach that Christ has risen?  
Prove it by your deeds of worth.  
If you want to close the prison,  
Beautify the homes of earth.

# Railway Information

The Pacific Railway & Navigation Co., it is stated, has contracted for building ninety-one miles of road west from Hillsboro, Ore. It is also stated that track has already been laid for a distance of forty miles.

Through passenger trains are now running between New Orleans, La., and Houston, Tex., over the St. Louis & San Francisco line, the first trains having started from each city on the morning of September 1.

It is rumored that the Gulf, Colorado & Santa Fe expects to build a new line from the San Angelo branch, between Lampasas, Tex., and Brownwood, west to the western line of San Saba county, a distance of fifty miles.

It is announced that a total of 309,000 passengers passed through the union station at Seattle during the month of August. Various overland trains on the Northern Pacific carried 89,000 passengers and the coast lines 220,000.

It is reported that the building of the Joplin, Maine & Bartlesville is to be begun at once. It will tap the new lead and zinc fields at Miami. The project has been financed by Dewitt Smith, formerly with the Chesapeake & Ohio.

Plans, it is said, are under way to build a line from Monclova, on the International division of the National Railways of Mexico, northwest to a connection at Chihuahua with the Mexican Central, the Kansas City, Mexico & Orient and the Chihuahua & Pacific.

It is stated that the contract for the construction of the branch line of the St. Louis, Brownsville & Mexico from Shapley to Port O'Connor, a distance of thirty-nine miles, has been let and work will be immediately commenced, and that this branch is but one of several under contemplation.

The Madeira-Marmora Railway of Brazil is now completed for about fifty-seven miles. This line, which is being built by the government, connects the Madeira and Marmora rivers, and thus makes a line of transportation around the falls, which have been a barrier in the route from Bolivia to the Atlantic ocean.

Plans are said to have been made by the Chicago & Northwestern to build a line from Ravinia, Ill., on the Milwaukee line of the C. & N. W. near Highland Park, westerly via the Wisconsin division at Des Plaines, thence to the Galena division, probably near Oak Park or at Proviso yards. This will furnish the company an independent route without using the Elgin, Joliet & Eastern or Inner Belt line.

According to press reports active work is to be started about October on the Mountain Valley & Plains, projected from Cimarron, N. Mex., east through the Panhandle of Texas to Guthrie, about 450 miles.

Announcement has been made that on September 15 that portion of the line of the Stamford & Northwestern between Stamford, Texas, and Jayton, will be opened for business as a part of the Wichita Valley railroad.

The Rock Island has just completed the installation of automatic block signals on its Missouri division between Culver, Iowa, and Eldon, eighty-one miles. The work of installation was done by the company's signal department.

It is announced that the contract has been let for building the Brewster-Oroville branch of the Great Northern in Okanogan county, Wash., seventy miles in length, and that it will open one of the richest undeveloped sections of eastern Washington.

An order has been issued by the Michigan Railroad Commission prohibiting new railroads in the state from running trains backward or with the cars ahead of the engine, and directs that the roads must put in Y's or some other devices to avoid such practices within ninety days.

The Mexico North Western has acquired the lines and property in Mexico of the Chihuahua & Pacific, operating 178 miles from Tabalaopa Junction to Temosachic; the Rio Grande, Sierra Madre & Pacific, operating 156 miles from El Paso, Tex., to Terrazas; the Sierra Madre & Pacific, in operation from Temosachic to Madera, thirty-two miles, and its Madera-Bacerac branch, of which eighteen miles are built.

According to press reports plans have been made by the Great Northern to rush construction work on the line from Oroville, Wash., down the valley of the Okanogan river to Brewster. The line is eventually to be extended south seventy miles to Wenatchee, 130 miles south of Oroville, traversing the west side of the Colville Indian reservation through the Entiat and Meadow valleys, Brewster flats, Bridgeport and Okanogan valley, all of which are large fruit producing districts.

## Some Train? Yes

Engine No. 4598 on the Lake Shore & Michigan Southern on August 24 hauled 100 steel cars loaded with 7,433 tons of ore from Ashtabula, Ohio, to Youngstown, a distance of sixty-five miles, in five hours and fifteen minutes. Next.

### Union Pacific to Purchase New Equipment

Julius Kruttschnitt of the Harriman lines is authority for the statement that the Union Pacific will purchase 5,500 freight cars, 1,500 refrigerator cars, 103 locomotives and 400 steel passenger and mail cars. This move is said to be in anticipation of a largely increased business next spring.

### Railroad Schools in Mexico

It is reported that three railway schools are to be established in Mexico with the approval and partly under the auspices of the National Railways of Mexico. The purpose is to give the students a thorough grounding in the fundamentals of mechanics, train handling and locomotive operation. The newspapers say that the schools are part of a systematic plan to fit native Mexicans to fill positions now held by men from the United States.

### Revival of Freight Traffic

Evidences of revival of freight traffic are cropping out at different points. Among these is the re-opening of the Pennsylvania railroad's freight terminal yard at Hollidaysburg, Pa., on the freight cut-off by which the Pennsylvania is accustomed to send a large amount of its main line traffic. Engines which have been stored there have been put into regular and helper service, and additional crews have been taken on at that point.

### Railroads in China

Far from being crude in their appointments, Chinese trains are as luxurious as any in the world. The compartments of the first-class cars are elegantly upholstered in leather, while electric lights and up-to-date lavatories are provided. Push buttons summon competent Chinese boys, and food and refreshments may be had in short order. Coolies pass through the trains at brief intervals, offering hot, perfumed towels for the refreshment of travelers.—*Cincinnati Inquirer*.

### Santa Fe Cut-Off

The decision of the Santa Fe officials to build a cut-off in central Oklahoma, forty miles long, between Cushing and either Tulsa or Sapulpa, will give the oil section of Oklahoma a direct line to the gulf.

The Eastern Oklahoma division of the Santa Fe runs through Cushing and the Bartlesville branch has been extended eastward as far as Tulsa. The connection of these two lines will give the Santa Fe system a more direct route from the gulf to St. Louis, and other eastern points, making the distance between Kansas City and the gulf 100 miles shorter.

### Moving Trains by Telephone

The Chicago & Northwestern has completed the installation of telephones for train dispatching between Chicago and Milwaukee.

The Canadian Pacific is installing telephone lines for the operation of trains between Winnipeg and Ft. Williams, a distance of 426 miles.

A telephone train-dispatching system was put in service by the Gulf, Colorado & Santa Fe on September 2 between Temple, Tex., and Cleburne and between Cleburne and Gainesville, Tex.

For the forwarding of routine messages the Reading road has adopted the new device known as the composite telephone system, which permits the uses of telegraph lines for telephone communication simultaneously with the sending of telegrams.

The Atchison, Topeka & Santa Fe has about 1,100 miles of telephone train dispatching circuits in operation and about 1,200 additional miles under construction. It is said that the telephonic transmission over the line of greatest length, Fresno to San Francisco and branches, 203 miles, leaves nothing to be wished for in volume of sound and clearness of articulation.

### Railroad Ties in France

France uses 14,126,400 cubic feet of railroad ties a year, made of oak, beech and pine and treated, as a rule, with creosote or sulphate of copper. France exported last year 24,000 tons of ties.

### Gain in Railroad Mileage

At the close of the fiscal year 1908 the railroad mileage of the United States was 230,000, as compared with 136,883 in 1888 and 184,648 in 1898. The net capitalization is \$13,000,007,012, an increase of 39.8 per cent over the figures of 1898.

### Strike Settled; Re-Opened

The strike of 5,000 carworkers at the Schoenville plant of the Pressed Steel Car Company, three miles south of Pittsburg, was settled on September 7, after costing nine lives and nearly \$1,000,000 loss. The company at no time recognized the men as a body, but agreed with individuals to effect reforms demanded in the management of the plant and to get rid of certain obnoxious subordinate officials. The strike had been maintained for eight weeks.

On September 14 the men walked out again, claiming that strikebreakers taken there during the strike had been retained as foremen. It is thought the new trouble will be adjusted within a few days, as the company's attitude is conciliatory.

### Steel the Railroads Demand

There are about 45,000,000 tons of rails in use in the steam roads of the United States, about 20,000,000 tons of iron and steel in cars and locomotives and perhaps 10,000,000 tons more in bridges, viaducts and buildings, a grand total of something like 75,000,000 tons for 228,000 miles of road, about 330 tons a mile.—*Iron Trade Review*.

### Enormous Cost of Ties

A consumption of 112,000,000 cross-ties, costing over \$56,000,000, or an average of about fifty cents per tie, is shown for the steam and electric railroads of the United States during the year 1908, according to statistics given by the census bureau in co-operation with the United States forestry service.

The amount of railroad ties consumed during the year 1908 fell short of the consumption for 1907, by 40,000,000, the total for that year of 153,700,000 being the largest ever recorded. For new track in 1908 only 7,431,000 cross-ties were purchased, compared with 23,557,000 in 1907. Of the total number of ties used, the steam roads took 94 per cent and the electrics six.

### Long Drawspan on Railroad Bridge

A new railway bridge has just been completed by the Spokane-Portland Company, which spans the Willamette river just below Portland. The total length of this new bridge from opposite bank abutments is 1,762 feet. The total cost of the structure exceeded \$500,000, and more than a year was required in which to complete the work. The superstructure, composed of structural steel, rests on five massive reinforced-concrete piers faced with granite. The drawspan of this new bridge is 521 feet long from center to center of the end

pins, and engineers claim that it is the longest drawspan in the world. The shipping of Portland is very extensive, and an immense drawbridge is required to accommodate the many vessels.—*Scientific American*.

### Signal Tests on the Pennsylvania

Over 150,000 signal efficiency tests were made by the Pennsylvania Railroad in the first six months of this year, and a nearly perfect record was made. The average number of tests made each day was 862, and of the total for the six months, 99.6 per cent were perfect. In the four per cent of failures are included the cases where enginemen passed signals by a few feet before stopping their trains, and similar cases, which, though technical violations, were not such as would make possible an accident to a train. The tests made in the first six months of this year were divided into four classes, in which the following records were made by the men: Block signal rules, 24,292 tests, of which 99.6 per cent showed perfect observance on the part of employees; rules governing flagmen and the use of fuses, torpedoes and other signals, 23,042 tests, with 99.5 per cent perfect; trains ahead of schedule time, 53,503 tests, with 99.7 per cent perfect; signalmen relieving each other, 99.9 per cent perfect out of 56,112 tests.

The New York division showed a perfect record in all signal tests, as did the Cresson and the Central divisions. On the Sunbury and Shamokin divisions a total of 8,732 signal rule tests were made and in only nine cases was the observance imperfect. Nine of the twenty-six divisions reported perfect observance of all block signal rules; five were perfect in other signals, twenty-one in trains running ahead of schedule time, and ten in signalmen relieving each other.—*Railroad Age Gazette*.



# The Auxiliary

This Department is intended to serve the same purpose among the wives, mothers, daughters, and sisters of our members that the Order Department serves among our members. The rules at head of Order Department will also apply to this one. Communications for this Department should be in this office not later than the 15th of the month for use in the following month.

## **Etowah, Tenn.**

Chilhowee Division 273 was organized July 22, at Etowah, Tenn., by Sister Larew of Knoxville, Tenn. We organized with seventeen charter members and our meetings are held the second and fourth Thursdays of each month in the O. R. C. hall.

As we are in our infancy we feel that we are not capable of doing great things like some of the older Auxiliaries, but we have banded ourselves together hoping to accomplish much good, and expect to grow until we can take our place among the best and most efficient Auxiliaries.

Our town as well as our Auxiliary, is new, being just three years old. Etowah, with its three thousand inhabitants is situated on the new line of the L. & N. railway between Knoxville and Atlanta, being sixty miles from Knoxville and 136 miles from Atlanta, nestled at the foot of Chilhowee Mountain.

We hope all sisters passing this way will note where we are and that some at least will visit us. You will find a cordial welcome.

MRS. C. F. KIRBY.

## **Indianapolis, Ind.**

I believe a letter from Division 103 is overdue, but the dull summer months have not furnished much of consequence to chronicle, for while we did not dispense with the meetings during the heated term, which is such a trying test to the majority, the "faithful few" kept to their post and responded to roll call, thus managing to keep the business affairs of the Order from suffering a decline; but no effort was made in any social or financial way. But now that cooler weather, with its stimulating effects is drawing near, we trust it may prove an impetus to our work, and as the school children are entering school with renewed energies, may our determinations be doubled for our "school work," as our Auxiliary is a school in itself to those who would do it justice. As we look back upon the fleeting summer and awaken to the fact that we will soon be crushing under foot the variegated foliage of the golden autumn, then do we realize the full import of *tempus fugit*. Those two words strike consternation to any Auxiliary which must look backward and view no definite results, for, as one poet has wisely said, "Count that day lost whose setting sun views, from thy hand, no noble action done." So may we

strive all the more to make our next few months count for what we may have lost in our vacation period. We resumed our ten-cent socials, which prove successful, both socially and financially, by an all-day meet with Sister Heath on the 16th of this month, and hope to thereby start the ball rolling towards our treasury.

We have the misfortune of having some sickness among our members, the illness of Sister Broom being quite protracted, and she has our profound sympathy; also Sisters Krull and Shaler have been on the sick list, but are reported convalescent at this writing. We also have a sister, not of our own number, but one of the Order as a whole, Sister Pence of Logansport Division, who is very ill in the hospital in our city and we feel a deep interest in any sisters in our midst.

We were pleased to have with us as a visitor at one of our meetings, Sister Sinclair of Ft. Worth, Texas. We are always glad to welcome any visiting sisters.

Though a little late to mention it, our delegate returned from the convention with a very interesting and instructive report, together with the social issues of the "gathering," which I think constituted a big element from the reports of all who attended.

Will say in closing, if any sisters pass this way, our latch string hangs out every first and third Monday, and we will be glad to welcome you.

MRS. GRACE NEWBY.

## **Detroit, Mich.**

It has been a long time since Detroit Division 44 has been heard from, but some time is better than no time.

Our Division is still holding its own, and our president, Sister Lockard, is still doing all she can to keep things right side up and with the aid of officers and members finds very little trouble in doing so. We have not been doing much for some time to add to our treasury, but hope to do better when the cold winter days shut us in from the pleasant summer amusements.

Since last I wrote we have had the pleasure of receiving back into our circle Sisters Hibbard and Kleinhans, who have been gone from us a long time, and we feared we had lost them altogether, as they had both gone so far away, but we have them now and we hope to keep them.

We have started a floral fund; we have

a penny march, it seems to be just what is wanted. I think it a good idea and wish we had done so long ago.

Within the last month we have had to visit us Sister Doty from Easter Lily Division 122, Peoria, Ill., and Sister Archer from Bethlehem Division 1, Cleveland, O. Come again, sisters. It is a great pleasure to meet sisters of other Divisions, and we hope to receive many more. We herewith extend a welcome to all.

With good wishes for the health and happiness of all conductors and their families.

MRS. E. LOVELL.

### Mena, Ark.

No doubt our sister Divisions think we have become extinct. We have not been heard from in so long, one would think a quake had swallowed us without a sister left to tell the tale. But not so. Here we are, Standing Rock Division 175, and are as strong as the big rock for which we are named and which is only ten miles away.

We have had to give up several of our lovely sisters through their moving away, and it is with many regrets we see them go, yet we know our loss is some sister Division's gain.

We have several new members, of whom we are very proud, and as the summer is drawing to a close, I am sure we will work harder for the grand Order to which we belong.

NORA L. BUSH.

### North Woods, Mich.

One beautiful summer's day, and it seems but yesterday, all conductors and their wives were enjoying the hospitality of the Boston railroad organization of the O. R. C. and L. A. convention. Every conductor and his wife should take off their hats to the Bostonians, for their hospitality will never be forgotten.

The L. A. was called to order by Grand President Sister Moore. Her address was beautiful, her words being well chosen. Her plea to the sisters for harmony and peace was very impressive. If there was a sister in the hall that had forgotten her obligation she would surely go home and "Do unto others as she wished to be done by."

The proceedings are full of good things, while there are some bad ones. Sisters, the only thing you have to regret is, that you had on hand some sister knockers, with their personal spitework. Not to our surprise the sister grand president spotted the knockers. I think as an old member I am safe in saying there is not a Division in the L. A. that sends a delegate to our conventions to use her personal feelings against our Grand President Moore. One who has spent the best part of her life

trying to teach all sisters that harmony and peace should be practiced and that we are banded together to protect our conductors and their families.

I see by the April CONDUCTOR that a sister says we form the opinion that the "public criticiser has never been much in life" and that we are bound by a sacred obligation and not by the tie of *blood* and that we should choose our sisters as our friends. If this sister will read these few lines she will make up her mind she has forgotten her obligation. All these things this sister said look good to me on paper, but do they all live up to those obligations?

"In speaking of other's faults,  
Pray don't forget your own;  
Remember those in homes of glass  
Should never throw a stone.

If you have nothing else to do  
But talk of others' sin  
'Tis better you commence at home  
And from that point begin.

I will tell you of a better plan  
And find it works quite well,  
To try your own defects to cure  
Before of others' tell.

And though I sometimes hope to be  
No worse than some I know,  
My own shortcomings bid  
Me let the faults of others go.

Then let us all when we commence  
To shoulder friend or foe,  
Think the harm one word may do  
To those we little know."

And remember, sisters, curses, sometimes, like chickens, roost at home. Don't speak of others' faults until you have none of your own.

Sisters—

Oh may each word into thy heart sink deep.  
That thou our sacred obligation keep.

MARGRET.

### Springfield, Ill.

As Carnation Division 108 has not had a letter for such a long time I thought as I had a few moments I would let you know we are still alive. We are jogging along, not doing as much as we would like, but hoping for better things in the future.

We have taken in one new member this year, and lost one member by transfer to Angel City Division 84. We hope our sister will soon feel at home in her new Division.

We have had our sorrow as well as gladness. One sister has been very sick, and is still in bed, but we hope she will be with us again soon.

Sister Nash was called upon to lose a dear father. Sister Butler lost her dear mother. To our sisters in sorrow we can only say: "God's will be done."

The stork has visited the homes of Sisters Kerney and Slavens, and left with Sister Kerney a dear little boy, and with Sister Slavens a sweet little girl. They are both getting along nicely.

One afternoon, not long ago, we sisters packed a nice lunch, and spent the afternoon with our sick sister, Bertha Claypool. It was a most enjoyable afternoon, and we are looking forward in the near future to

time make your stay a little longer, dear sister.

To our out-of-town members we extend greetings, and hope that when they are in the city they will remember that our meeting day is the first and third Wednesdays of each month at 2:30 p. m.

KATE CASTLES.

### Hinton, W. Va.

Greenbrier Division, though just six months old is progressing nicely and we have a membership of forty-four. The last



ANNUAL PICNIC, LADIES' AUXILIARY DIV. 20, DES MOINES, IA.

another visit with her when we expect to tack comforts for our sister.

We have a sister from Galesburg, one from Texas, and one from Peoria, who expect to transfer to our Division soon.

Your humble servant has had a great blessing come to her through a dear sister who has made her home in El Paso, Texas, for a number of years, coming back to dear old Illinois and to Springfield to make her home, and to be again with her two sisters. I hope we may never be parted again.

I had the pleasure of talking with a sister from West Virginia, and was sorry she could not meet with our Division. Next

member, Sister Ella Pollock, came to us through transfer card. We are having quite a good attendance considering the fact that so many members are out of town. But vacation days are about over and we expect a better attendance during the fall and winter.

Our sick members are all improving. Sister George Griffith is making a rapid recovery after having undergone a serious operation, and enjoys the sisters' visits so much.

Brother and Sister Thos. Jackson will leave the 20th of this month for Chrystal, Texas, in search of health for their little daughter who is very frail and we hope

that in the warm, balmy air of the sunny southland her health will be restored to her to make glad the hearts of her fond parents and their many friends.

Sister W. B. Madison is visiting way down in old Virginia.

I had the pleasure of attending Swastika 262, Portsmouth, Ohio, in August, and, Sisters, I want to tell you all the hospitality is not bound up in the south. Sister E. H. Reed, who is their president, seemed to have the hearty support of both officers and members. They had quite an interesting meeting, after which delicate refreshments were served, which were very much enjoyed by all. That night the ladies all came in a body to call on me and we had quite a surprise party. I wish to thank them for the lovely bouquet of flowers which they gave me. I want to especially thank Sister Gillimore for her untiring efforts to make my stay in their city a pleasant one.

We wish to thank the brothers for the helping hand they have extended to us, and hope soon to be able to stand alone and be recognized as one of the strongest Divisions in the Order. But to attain this end we must have good attendance and perfect harmony. So come out Sisters and make Greenbrier Division 269 a grand success.

LILLIE HARTSOOK.

### Chattanooga, Tenn.

After a silence of over two years, I will write a few lines in behalf of "Dixie" Division 48. We are getting along fine. Our officers are the right ones in the right place. Our delegate gave us a fine report of the Grand Convention. Our president is an inspiration to us in our work. Our junior and senior sisters have memorized their part of the work; in fact, we are proud of them. Our work is beautiful. Let us work together for the good of the Order, and therefore seek the help of the greatest virtue—Charity. With the Auxiliary work has come new problems. We wish not only to keep unbroken our promises, but to bring about a better understanding in our work. No woman knows what her powers are—whether she is capable of great things—until she has tested herself by actual trial. Do not depend on others for support. A woman's acts are her faithful shadows, and in the long run determine her character. We get out of life just what we put into it; what we sow today we reap tomorrow. We cannot sow idleness, selfishness, hatred and envy, and reap joy, peace and love. If we are really anxious to do good, begin now. You can do a great deal with little money, and if you have no money you can give kind, helpful thoughts. You can give encouragement. It is a great thing to form a habit of forgetting and forgiving unpleasant

things. Dixie Division 48 is increasing in membership; let the good work go on. Our sisters are interested and working for the increase in insurance. Our new sisters are a great help to us. We hope to have one hundred members by next grand convention.

Harmony and love is the motto of our sisters of Dixie Division 48.

LOUISE OLIVER.

### Portland, Me.

Portland city, fair and clean,  
Promenades of verdant green;  
Trees and flowers and homes of peace;  
May her many charms increase,  
May the earnest people find  
The true way to help mankind.

Here our Poet once did dwell,  
Longfellow, beloved so well.  
Many years have passed since then;  
Other loyal, cultured men  
Helped as he, to do their part,  
With a true, creative art.

Woman also helped to raise  
Higher standards, winning praise;  
She desires her state to stand  
With the greatest of the land.  
Strives to do her very best  
To her Maker, leaves the rest.

In her temperance cause she fought,  
Stirring inspiration caught,  
Working both with heart and hand  
With the Victors, soon did stand.  
Cheers we gave our Pine Tree State—  
Will many others imitate?

Woman with her helpful hands  
As a loyal subject stands;  
Bravely here and there as need  
Gives her place, she plants a seed.  
To the Nation she has taught,  
Purity of deed—of thought.

Not for self alone we rise,  
Climb each rung to reach the skies.  
But like sisters, loyal, true,  
Side by side our tasks pursue,  
Choosing leaders here and there  
In the arduous work to share.

Portland Ladies, now rejoice  
In a wise and pleasing choice  
Recently conferred on one  
Who so well good work has done.  
She, with dignity and grace,  
Worthily will fill the place.

We will rally 'round our friend,  
Our co-operation lend,  
Help her do her very best,  
She is equal to the test.  
With our happy hearts aglow,  
We will welcome—Mrs. Lowe.

Mrs. H. A. RUSSELL.

# The Order

This Department is a Forum in which the members can discuss matters of interest to our Order and its members. The editor does not assume responsibility for the ideas expressed by the correspondents to this Department. Personalities, intolerant expressions, detailed descriptions of entertainments or funerals, lists of committees, and matters of purely local interest can not be used. News and communications upon matters of general interest are cordially invited. Write on one side of paper only. No communication will appear unless the name of the author is furnished us. Communications for this Department should be in this office not later than the 15th of the month for use in the following month.

## SPECIAL NOTICE

The Thirty-Second session of the Grand Division which met in Boston appointed a Committee for the purpose of drafting a plan for a Pension Fund and were instructed to report at the next session of the Grand Division. In this connection it becomes necessary that we have the ages of all members of the Order for the use of the Committee.

The Mutual Benefit Department requires the ages of certificate-holders, but there are some 4,000 members of the Order who are not members of the Mutual Benefit Department, on account of having been initiated prior to July 1st, 1891, and who are not required to carry a certificate therein, or who have had their applications rejected by the Insurance Committee, and we have no means of knowing the ages of such members. *If you are not a member of the Mutual Benefit Department* we have not got your age, and we, therefore, request you to detach and fill in the blank below and mail it to this office.

Every member of the Order is or should be deeply interested in the pension feature, and we feel satisfied you will give this request your early and prompt attention, if you are not at the present time a member in good standing in the Mutual Benefit Department.

Thanking you in advance, we are,

Yours truly in P. F.,

A. B. GARRETSON,

President.

W. J. MAXWELL,

Secretary.

.....19.....

W. J. MAXWELL, G. S. & T.

Cedar Rapids, Iowa.

DEAR SIR AND BRO.:

I hand you herewith the information requested.

DIVISION NO.	DATE OF BIRTH			PRESENT AGE

Yours truly in P. F.,



### Pittsburg, Pa.

The fifth annual picnic of the twenty-six Divisions in and about Pittsburg is now history; all seemed to have a good time. Perhaps the most pleasant feature of the occasion was the meeting of old friends who had not met for years, the making of new acquaintances and the presence of our popular President, Brother A. B. Garrettson. The ball game between the two conductors' nines, east and west of Pittsburg, was a hummer in the Marathon line. The outfield players, however, should have been furnished with scoop nets, as the ball seemed to be very elusive when it got very far away from the home plate. Brother Joe Schuler did some good rooting for the nine east of Pittsburg, but was chased off the field for getting too prominent on the coaching line. The races were enjoyed by all, especially the spectators, as was the dancing, by those who cared to dance.

When we consider the large territory covered by these twenty-six Divisions, the difficulty of getting together at any given point in the district, and the fact that only those who could get off from work for a day could be there, the picnic was a success and Brothers Irwin, Dinges and their committee deserve great credit for the result.

Since the Grand Division has made a start in the matter, every member of the Order should give earnest thought and study to the much talked of pensioning of old and disabled members. Since writing my last letter for the fraternal column I have been able to gather some statistics which every member should be familiar with in order that they may reach intelligent conclusions on this question.

We have now in the Mutual Benefit Department 167 members seventy years of age and over, the oldest being eighty-five; 1,290 above sixty-six, or 3,930 sixty years and over. We have 4,819 members who are not in the Mutual Benefit Department and there is no record of their ages, but the fact that they are members of the Order and not in the Mutual Benefit Department is evidence that they are all old men, since they had to be members of the Order before our present insurance laws went into effect or were ineligible to insurance when admitted to the Order. We cannot be far wrong when we say they are all fifty-five years of age and over; divided at the same ratio as those members in the Mutual Benefit Department, above fifty-five years of age we would have to add about eleven per cent or 540 to the sixty-six year class, making about 1,830; with the disabled members now on the relief fund added we would have approximately 2,000 to care for if we begin paying pensions at sixty-six years of age, or about 4.65 per cent, leaving 95.35 per cent contributing members. An assessment of twenty-five cents per month

would allow a pension of about \$5.12 a month with nothing for expenses; to pay \$40.00 per month and leave enough for expenses would call for an assessment of \$2.00 per month. This would leave about \$2.00 a month for each pensioner for expenses. At seventy years of age we would have 1.4 per cent of our non-beneficiary members to add to the pension list, which would be sixty-eight. Add these to the 167 we have in the Mutual Benefit Department, and possibly 250 disabled members now on the relief fund under seventy years of age and we have 485 pensioners, or about 1.1 per cent to care for. A twenty-five cent assessment at this age then would allow to each pensioner \$24.00 a month with a balance of seventy-two cents for expenses. If we want to pay more we would have to increase our monthly assessments at exactly the same ratio and unless they have some other source of revenue \$24.00 per month would not be enough; it would take at least double this amount if the brother was so fortunate as to still have his good wife with him to share his old age. It is plain then that we can not begin paying pensions under seventy years of age except to permanently disabled members.

It is a religious duty to care for our old and disabled members as well as to secure protection for ourselves when old age overtakes us, and I do not think fifty cents a month too much to pay for this purpose. Very few of us will live to get any benefit from it at seventy years of age, only about one in a hundred, but even at that it is worth it. At this rate a member starting at thirty years of age and living until seventy years of age will have paid in \$240.00. At \$40.00 a month he will get that amount back in six months. If he lives five years after this he will draw out \$2,400. and the oldest member we now have would have drawn out \$7,200.

I would like to see a general discussion of this subject along practical lines as it will, first, educate the membership up to a correct knowledge of the possibility of a pension system that will work, and prevent any disappointment on the part of over zealous members when the pension committee makes its final report; second, it will enable the committee to know the feelings and wishes of the membership in this matter; third, it might offer some suggestions that the committee could embody in their report.

I have in mind several ideas that might be worked out and made a success, but the above, I think, is the best we can do if we want to place all members of the Order on an equality and begin paying pensions at once.

Perhaps a good idea would be to assess each member fifty cents a month and pay \$25.00 a month to disabled members only.

for five years, allowing the surplus to accumulate as a reserve fund. In this way we could have a reserve fund amounting approximately to \$500,000 by that time, which could be made to pay about four per cent to the pension department without disturbing the principal; by that time the exact facts would be known and the pension could be increased, taking in the seventy year members, or possibly the age limit could be brought down a little. I have no doubt, however, that the committee, who will have access to facts, statistics and data that I cannot get, will be able to formulate a good working plan, but I trust our members will study carefully the facts given in the article and not expect too much. I know Brother Zeth of that committee, and I believe every other member of that committee is very anxious to find a proper solution of the problem, but they cannot grab dollars out of the air like the stage magician.

I have another idea which might be called a graduated insurance based on the actuary tables, which I may work out and give to the CONDUCTOR later.

JAS. B. GAUSS.

### Atlanta, Ga.

I have been very delinquent in my contributions to the CONDUCTOR the past few months, but hope the good brothers will pardon me, as I have had a chance to attend the lodge only once or twice since April, and I therefore have not been keeping posted sufficiently to write up anything that would be of any news or importance to the readers of the CONDUCTOR.

I attended a meeting of our lodge a few weeks ago, and the brothers were right up in arms against not seeing something in the CONDUCTOR from Division 180, and they gave me to understand that I had better not poke my head in that lodge room again until I made a showing with a letter.

We were highly honored by the presence of our new vice president on Sunday a week ago, Mr. T. A. Gregg. He made a very fine address and was listened to by a house full of conductors. Our neighbor lodge, No. 457, came over in a body to hear Brother Gregg and he didn't fail to have somebody to talk to. He expressed himself as being delighted with the south and promised to come back to see us some time in the near future, at which time we shall expect to show him a royal good time.

Business is looking up considerably in this part of the country, and we are expecting to be fairly rushed in the next month or so. Most of the railroads down here about Atlanta have cut off crews this summer and things in general have been looking awfully blue, but we are beginning

to believe that good times are coming again and everybody shall be thankful.

I will try to attend the lodge oftener and then I will try to write again a few lines from this Division.

H. C. WILLIAMS.

### Highland Park, Ill.

The following donations have been received at the Home for the month of August:

O. R. C. Division 474 .....	\$12.00
L. A. C. Division 100 .....	12.00

#### SUMMARY.

O. R. C. Divisions .....	\$12.00
B. L. E. Divisions .....	7.50
B. R. T. Lodges .....	74.90
B. L. F. & E. Lodges .....	43.00
L. A. C. Division .....	12.00
G. I. A. Division .....	1.00
L. A. T. Lodges .....	8.25
L. S. to B. L. F. & E. ....	2.00
James Costello, 270, O. R. C. ....	1.00
Alfred Lunt, 456, B. R. T. ....	1.00
J. M. McQuaid, 39, B. L. F. & E. ....	1.00
F. S. Barnes, 28, B. R. T. ....	1.00
Lawrence Gannon, 4, B. R. T. ....	1.00
Albert W. Gors, 175, B. L. F. & E. ....	1.00
C. H. Everley, 424, B. R. T. ....	1.00
W. J. Knox, 24, B. R. T. ....	1.00
A. E. Preston, 768, B. L. E. ....	.50
Station 23, C. & N. W. conductors' room .....	3.40
From 4 members of No. 591, B. L. E. ....	4.00
Penny fund at a union meeting, No. 245, G. I. A. ....	3.85
Proceeds of a picnic given by No. 1, G. I. A. ....	19.00
Proceeds of a ball given by members of the O. R. C. and B. R. T. at Sunrise, Wyo. ....	50.00
Sale of a horse .....	100.00
Proceeds of a social given by No. 150, G. I. A. ....	26.25
Policy of the late Brother George McConnell of Lodge 190, B. R. T., made payable to the Home ..	1,186.00
Total .....	\$1,561.65

Respectfully submitted,  
JOHN O'KEEFE,  
Sec. and Treas.

### Birmingham, Ala.

There was one action taken at the grand division that I think was the best that could have been taken, and I think will be of much good to organize a state legislative committee. I have always contended that this should have been done long ago. Now, we have the power to take a hand in state affairs, and the next question is to teach our members that they must lay aside partisanship and place themselves in

such a position that they can help this committee to gain something for our good; they must become legal voters. A man without a vote is of no help to legislation. For good I want to talk direct to the committees that will be formed in the different states and more directly to those in the southern states. You will have a great power placed in your hands. You can use it to benefit the Order and to help the other laboring classes of railroad men, or you can make it a great evil and hurt our cause more than any one thing else. You must bear in mind in all your actions that you are working not for self or for your own desires, but for the good of the Order. You will be called upon to lay aside some of your personal ideas and to leave partisanship and adopt policy; you will have all the polite candidates for office to meet and they will want you to pledge them your support, and here is where you will have to decide which is wheat or chaff, and you must bear in mind that we who are at home are bound to support your action, and you will have to learn the lesson, how to say "No!" You must bear in mind that the man who wants your support and does not pledge himself to give us what you ask of him is the man that you must turn down. If he be your friend at home, this is not a matter of friendship, but a more noble cause and to help mankind and your brother worker and his family. And I will say to you who become members of the committee that you have a work laid out for you that is not child's play, you will have some hard study to place yourself in a position to perform the duties that you will take upon yourself. You will have to keep up with the actions of your state legislator, and you will find that you will have to be posted on many things when the time comes for you to confront that body of lawmakers and breakers; and unless you can confront them with facts and prove them, you had better stay away, for they will turn you down hard. Now to the states that have formed this committee and to the men of this committee, you should begin to study the conditions, and to post yourselves on the conditions that will come up and what you need to help your men in your state, and when you find out what you need, begin to work to gain it, and be prepared to make the fight when you are called on for it. "In time of peace prepare for war." And I will say to the Divisions that we must give the committees all the help that we can. We must be ever ready to furnish them with all our strength and power when they need it. There will be some that may, as there always are in every Division, try to retard anything that comes up. To those I will say, lay aside for once your ox head and reason a little. Now is the

time to make or mar the standing of our Order for better laws. If the railroads want anything now they get it by law. Let us try the same thing and see if it won't work better.

Now to the committees of the south: you will have the fact placed before you when you go before the body of lawmakers, that you only represent about forty-two per cent of the voters of the south (and this is the fact to be regretted). I will say to you that this fact is one of your strongest weapons if you but use it as you should. If I was one of the committee and they sprung that on me, I would make such use of it as would singe their head for some time to come. The very fact that we have men to make laws for us that would not grant us their support because we did not have all of our men in line to vote, would be proof that they are there for graft and would sell out to the best offer made them. If a man would not give his support to a bill that would be of benefit to the masses just because part of them could not vote, that kind of a man is a grafter and as long as we have them, we should get in line so we can call their bluff and place others in their places.

M. H. FLESHMAN.

### Concord, N. H.

In looking through the CONDUCTOR as it comes month after month I see many beautiful thoughts on a great many subjects which are of vital importance to the conductors. But I have failed to see as much interest taken, through the CONDUCTOR, by some of our able writers, as there ought to be, on the subject of regular attendance at meetings, and the register book in the Division. As time passes we can see where some brother puts in an application for assistance from the Division for different reasons, who has not been in the lodge room for perhaps twelve or eighteen months, and has not been excused.

There is no brother in the Order that has more sympathy for a brother that is in trouble than I have, but I think a brother should show the same interest in the Order when he is not in need of any assistance as he would if he was in trouble and wanted the Order to help him in obtaining his rights. According to our constitution (Sec. 79, page 69) if a brother has failed to register his name for a period of three months and has not been excused, he is not entitled to any assistance from the local committee. I know of a number of conductors that have not been in the Division room for more than eighteen months and never have been excused. Some stay away because they have a little "niff" at something that was done when they were not there that did not meet their ap-

proval; others are away because it is hard for them to get to the Division room on account of their run. It should be understood that if they cannot come they should get an excuse, which would be granted by the Division.

Now, brothers, please look into this and see how much better it would be for all of us to try and attend every meeting that we possibly can. The tenets of our Order are beautiful and if we will use the better part of ourselves and bring out the manhood and bring ourselves up to the highest standard of character and nobility that is in our power to attain, how much stronger our influence would be with our brothers, and the officials of the road by whom we are employed.

I believe it is a duty that we owe to ourselves, our brothers, and our Heavenly Father, that we should do everything in our power to make ourselves and every other brother a better man and conductor. In the whirl of this life we are tempted to do those things that are not becoming to a gentleman or a good conductor, which if done must be hidden from our loved ones and those by whom we are employed. Some day, even at the end if not before, we shall be brought to the bar of justice by one who seeth all things.

May God help us all to ever keep in mind our obligation, Fidelity, Justice and Charity.

F. O. BROWN.

### Two Harbors, Minn.

The members of Division 360 have been kept on the road for the month of August the most of the time. Ore shipments from this post for the month of August were 1,568,000 tons.

Brother John Rehbein's wife died August 27, 1909, after eight months of sickness, following an attack of typhoid fever. The remains, together with those of a child which died about a year ago, and which were disinterred, were shipped to Berlin, Wis., for interment, that town being their former home. Deceased, besides her husband, leaves three children to mourn her loss. The bereaved family has the deepest sympathy of Division 360.

J. M. LATTA.

### Columbia, S. C.

The answer to the questions asked by Brother Ed. B. Willis, in my opinion and my understanding of the law, is: When a member of the Order has anything whatever to do with intoxicating liquors, either by manufacture, sale, or the excessive use of same, he should be expelled from the Order of Railway Conductors and that he be *shunned by all* good O. R. C. brothers. [Not much christianity in the kicking of a

man who is down.—Ed.] I was made a member of the Order by Congaree Division 323 in the early part of January, 1898, and I do not want to brag, but I can truthfully say I have been a true and loyal member, as the older members of my Division can and would say, if called upon to do so. I have never forgotten my obligation to the "grand old Order" and I believe I can say something that I know a great number do not know, and that is, their obligation *verbatim et literatim*.

If I was called upon to write the different orders and organizations, I would write them all as they came to my mind in their order, but I would "tip-toe" and reach just as high as I could above them all and write these words: "Order of Railway Conductors of America."

PAUL R. GIBSON.

### Bellevue, O.

There has always been a protest through grievance activities against conditions in which we feel we are getting the worst of it.

I want to say a few words to that class of our membership who are making themselves miserable and the committees disgusted with their constant cry for redress of counterfeit and impossible grievances that weaken the organization locally when you insist on their being taken up. There is one thing first to consider. Your committee is no stronger than your weakest position behind it. The committees are representative of only such force as the local body creates by fair, thoughtful, considerate action.

Radicalism and foolish claims born in the minds of unscrupulous men, have no place in this organization, and for that very reason system came with the inauguration of the committee. The main fault lies in our unreasonable sense of deduction on current matter, and how intelligently we accept new phases and conditions in our daily activities. There is a fool born every minute and it would be unreasonably egotistical to assume that we were exempt from some of the tares growing up with the fruit. We, like all other humankind, are addicted to more or less selfishness and weaknesses that are out of harmony with our ultimate purpose.

That element men call fate is but the natural play of circumstances upon our unprotected natures. When we lack discipline, we view the matters of events, accidents, happenings, and calamities, with the same standard of deduction we in ourselves create by looking at life only through our own doorway.

These arbitrary happenings are often contrary to our view of the law as we interpret it, yet the committee is not an instrument that is at the beck and call of each

individual view of these current happenings. It is the final resort when reasonable concessions are withheld, and at no time is its sense of judgment subject to criticism without the gradual deterioration of the local organization.

While new phases of our situations constantly coming up may seem to you wholly irrational, bear in mind that circumstances not embraced in your existing schedule are but matter for file until the general board of adjustment convenes and the schedule is amended.

Passion, prejudice and radicalism are discarded features in this organization. To eliminate that current from the conductors of this country and put them on a fair conservative businesslike basis, is one of the supreme incentives of this organization, and on no other system do we work.

The Order is the product of educational, disciplinary times; progressive and at all time abreast of the times, with its membership of experienced men exclusively.

Those few who will not accept our traditions, baptized in the full experiences of every phase of train service, and who insist on the small end wagging the dog, will inevitably follow the small end to disappointment. We have, like every other fraternity, individuals so completely distorted by their views that it would be impossible to act along progressive lines for the general uplift of our calling if we followed their appeals for narrow, ill-judged matter to be taken up, as there is no progress in the man that views everything wrong and nothing right. Human affairs have ever been thus. There are many of us who relieve our sense of responsibilities by invoking the bogey of bad luck, or worse yet, we blame the committee.

Most of our personal troubles are the fruits of our own sowing. Carelessness, lack of judgment, neglect of opportunities, misleading egotism, are part of every grievance. In the judgment of the committee when this is properly weighed, the obligations are riveted fast to the conditions of right, regardless of the popular cry of its constituents to the contrary. Those abnormalities are very often not looked squarely in the face, and so long as we lend our effort toward ill-balanced complaints we just that often raze the walls of fortified defense.

Grievance committees must have the enthusiastic, loyal support of the whole, or they will be weak and defenseless. Ingratitude is one of the worst problems to handle. The committee puts time, patience and argument into many cases where the complainant is too cowardly to meet his issues when sudden light discloses the fact of abnormal and distorted conditions, such as decided lack of character or misrepresentation. No one wants to serve on a committee that

represents a thankless lot of men. In the first place there is nothing to it, as nothing can be accomplished by a committee that finds that its material for adjustment is of greater offense to the committee's integrity than the claim demanded from the employers.

The election of new committees will soon be in the hands of the members and it will be well for each local Division to give this question some thought. If you elect a committee, support its integrity with fidelity, and, above all things, do not expect the committee to serve like a dog that is used to chase the hogs out of the yard, that responds to the "sick 'em, Tige" appeal on the slightest provocation. The O. R. C. is not built that way. The organization of conductors has held aloof from these conditions of settlement. They are largely business men of the strictest integrity, and as educational conditions arise we find that they are pretty safe in the relations of settlement and adjustment.

Those happenings that have placed some beyond the action of committee help, is really the result of some weak, miserable nature, weak with distorted narrowness, that displays their inward tendencies and dispositions. Human responsibilities are very much more inclusive than they appear to be at first sight, and you are more completely the master of your own rewards than is the committee.

In court you cannot win on sentiment nor fateful conditions; you must go into court fully strong on your own responsibilities. Why should the Order of Conductors demand less. To do so means the departure from good sound principle.

We have too many who go through life as a service invalid, always in need of a doctor working overtime on a ma'ady of self pity. Hosts of us go through life without once looking our deeds in the face, or seeing ourselves with clear eyes, but try to comfort ourselves with lies until we lose the power of sight and disown the fruits of our sowing.

When we learn that character is destiny, then we will support the work of our committees. The committee is the full product in force units that we create in our moral, fair analysis of the trend of our civic affairs. To secure concessions of adjustment, character is the force in defense; be it whatsoever it may, a grievance lacking character is counterfeit. When we perceive we are running along the lines of moral order, and our business relations embrace new conditions, witnessed alike in the obediences and disobediences of our members patiently considerate of premature action, we are then fortifying ourselves for the struggle for right. But it is time that we realize that what we sow we also must reap and that we will reap nothing else; that the com-

mittees were created only in behalf of what is right and fair, and at no time in behalf of wrong, then our invalid corps will recover.

We are living in a world, largely the result of our own making. Our careers are shaped by the forces of moral order in the will of the individual.

The harvests for good or bad, for misery or blessedness, are largely the fruits of our own sowing and not the pursuing hand of fate or of misfortune, but the sum total of our self control or dissipation. Until we see these things in this light there is no room for us on the floor of reasonable deduction. Each and every one of us who come into the secret precincts of the Division has access to the same advantages and the same protection, but we vary widely in our views, according to our character. The unselfish bring into the assembly full toll in character that our membership calls for. Others bring what? Suspicion, mistrust, doubt and vile insinuations below the dignity of any worthy institution that is incorporated in the co-operative purpose we are.

Clean, comforting thought comes to the pure in heart; debasing, fancy and evil insinuations gather like foul birds around the man who lives in the atmosphere of polluted, debasing thought, with its ooze of slime of distrust. God created all men to make their world just what it is. We either live in happiness and contentment, or in a self-created hell of our own making.

There are no favorites in this world, as each have access to the same conditions and the same resources, but we shirk opportunity through natural obligation, and lose in the distribution of reward. "Life is august and beautiful or squalid and mean as we interpret and use it." The world is evil to evil men, as they have made it so. To the merciful and the just, the world is just. The interior of our world depends on the decorations we house it with, it is inevitably the result of our own making. We not only fashion our own lives, but we make it either pleasant or otherwise, as we are masters of our own fates and fortunes. E. W. HORTON.

### Cleburne, Texas.

On June 13th, Division 262 held its memorial service at the Methodist church and we extended a special invitation to the other three orders (B. L. E., B. L. F. and B. R. T.) to be with us and we had a large attendance. Judge Poindexter (now candidate for governor) made the opening address, followed by a sermon by Rev. Pender of Abilene. Brothers, if you had dropped in you would have thought you were in a big revival meeting. The preacher used the following motto as his theme

and everyone present gave his hand that they expected to adopt it as their motto in the future:

"Do not keep the alabaster boxes of your love and affection sealed until your friends are dead and gone. Fill their lives with sweetness, speak cheering words while their ears can hear them and while their hearts can be thrilled and made happier by them. The kind things you mean to say, say them before they are gone; the flowers you intend sending for their coffins, send them now to brighten and cheer their lives and homes before they leave them. If my friends have alabaster boxes laid away, full of fragrant perfumes of sympathy and affection which they intend to break over my dead body, I would rather have them now to cheer me in my weary hours, that I may be refreshed and cheered by them when I need them. I would rather have a plain box coffin without a single flower, a funeral without an eulogy, than a life without the love and affection and sympathy of my friends. Let us anoint our friends and loved ones beforehand for their burials. Post mortem kindness nor carloads of flowers do not cheer the troubled spirit nor bring sunshine to the weary life after it is gone. My friends, flowers on the coffin cast no fragrance backward over life's weary way. So let us cast sunshine and joy today."

I think services of this character tend to show the people, our towns and communities, that we as a class of men are trying to live more in sympathy with one another and the people among whom we live, and shows them that we are not a careless set, devoid of all Christian traits, and may the day be not far distant when all of our fellows become Christian men.

J. W. CUMMINGS.

### Jackson, Tenn.

It has been quite a long time since Jackson Division 149 was heard from, so I will write a few lines.

The weather down here has been so extremely warm that we have had very small attendance at the meetings, although new material has shown up almost every Saturday night and the goat has performed his duty.

I am no longer an employe of any railroad and don't think I ever will be again, but I am interested in every true brother and go to the meetings whenever I can.

I must speak a word of Division 149: We are in a good financial condition. Brother Harris, our grand old secretary, is always at his post and doesn't look over fifty, but I can remember when he carried a stick of wood on his shoulder to stop a box car, for brakes of any kind were unknown in those days and the sun was their

watch. Brother Crocket can't remember that far back, but is a close second. I wish I had time to tell you something about all of the boys, but not this time.

A. H. HILL.

### Two Harbors, Minn.

To whom it may concern:

I wish all to know that I have no interest in the dwelling house and lot which Brother W. F. Engles of Division 360 has on raffle at Two Harbors, Minn., any more than to wish him well and to say that all is in good faith with Brother Engles.

Therefore, all communications in regard to this property should be addressed to W. F. Engles, Two Harbors, Minn. However, if I receive any communications in regard to the above property, I will cheerfully answer same.

Yours truly in P. F.,

PAUL BARCOMB,

C. C. Division 360, Two Harbors, Minn.

### Birmingham, Ala.

I see in the September number of the CONDUCTOR, an article headed, "Wrecks and Preventatives" and for that reason I give you herewith a detailed description of my automatic train-stop device that I have perfected and have patents on same. The equipment is simple, durable and cheap, and is operated without any kind of a valve or spring; any power that is used to operate the fixed signal at block stations, draw-bridges, railroad crossings and other places where protection is necessary for same, will operate the automatic stop device. The engine is equipped with a length of pipe extending from the main brake or train line air pipe to a point over and above the right side of the engine cab. The pipe will, on top of the engine, form a loop, this loop will be brought to a uniform height from the rail on all engines, regardless of the type of engine. This loop sets crosswise with the track on the engine; the top section of this loop is a flexible air hose, coupled at either end to the bottom section of loop (or to the air pipe) with standard hose couplings, the same as are in use between cars to connect brake pipe. This enables the opening in train line or brake pipe to be repaired in short time when the top section of the loop is pulled from its couplings. The station block or other places where it is necessary to use fixed signals, has a suitable post, frame or structure on which an arm of a designated length and size is fastened on at a fixed height. At the end of the arm that extends over the track is a suitable hook that projects downward and points in the direction from which a train is coming; this arm that extends over the track is

connected to the fixed signal so the fixed signal cannot move without the arm moving first. They may be placed as near or as far apart as may be necessary when the fixed signal is set at proceed or safety. This arm is moved upward and will clear the train any required distance. When the fixed signal is set to stop or danger, the arm is lowered over the top of the engine cab, and if by any cause the engine or train is not brought to a stop, the hook on the end of the arm will catch in the loop that the air pipe makes on the top of the engine and pull the top section (or the piece of hose) out of its couplings; this leaves the brake pipe or train line open, allowing all of the air to escape out of train line, which will cause the brakes to set automatically and stop the train without endangering the lives of people or damage to property. This makes it impossible for a train to run by a fixed signal displaying stop, even though the signal is disregarded.

HIRAM W. MEIGS.

### Alexandria, Va.

"Moses said unto Hobab, his father-in-law, we are journeying unto the place of which the Lord said, 'I will give it you.' Come thou with us." These are the words spoken by Moses to Hobab when Moses was starting on the journey through the wilderness to the land of Caanan. Moses used some very strong arguments in order that Hobab might go with him on his journey. He said, "It will do thee good for the Lord has spoken good concerning Israel." He also said to him, "We will have to camp in the wilderness, and thou mayest be to us instead of eyes, besides, it will be such a pleasure to have you with us, we have been together for so many years, I hate to say goodbye to you," and then another argument, he told him of the promise the Lord made unto him. Moses was living on the promise of the Lord, but Hobab said, "I will not go, but I will depart to mine own land, and to my kindred," and Moses still insisted and he said, "And it shall be if thou go, with us yea, it shall be that what goodness the Lord shall do unto us, the same will we do unto thee." But I am inclined to think that Hobab was like a great many of us today, he thought more about this world and its pleasures than the thing to which Moses was concerned. As it was in the day of Moses and Hobab, Moses pleading with Hobab to go with him, just so today with us. Jesus is in the place of Moses, pleading with us to go with him on life's journey. This is the most important question today. Pilate said unto them, "What shall I do with Jesus which is called Christ?" Brothers, what are you doing with Jesus today? Are you crucifying Him

as the Roman soldiers did, or have you accepted him as your personal Savior? If you have not accepted him as your Savior, you are crucifying Him. His promise to us is far better than Moses' promise was to Hobab, for He says: "Come unto me all ye that labor and are heavy laden and I will give you rest, take my yoke upon you and lean upon me for I am meek and lowly in heart and ye shall find rest unto your souls, for my yoke is easy and my burden light. In my Father's house there are many mansions, I go to prepare a place for you, if it were not so, I would have told you."

Oh, what a blessed thought to know that you have Jesus interceding for you, that He is such a true friend to them that labor for Him. He is pleading with us daily to come with Him, as Moses did with Hobab. How many of you brothers are saying as did Hobab, "I will not go, I will stay here?" But as Moses got everything in readiness and started on the journey through the wilderness, Hobab was found to be in the crowd. So, brothers, those of you who are not in the crowd, fall in line as Hobab did, and great will be your reward.

O. L. MUNDAY.

### Boston, Mass.

September CONDUCTOR received early in the month and under the caption "The Order," we find Boston running in sections. First C. E. and second C. E. We didn't expect that second C. E. would run in the September number. We wanted first C. E. to have the right of way over the whole pike. By first C. E. I mean Brother C. E. Bedell. Brother Bedell says, "after a gloomy silence of quite a number of years." Now he made a great mistake in regard to himself. He has been very much alive for our interest, especially in regard to the B. & M. pension system. He has given much time and thought to this co-operative plan that is of so much interest to us all. Our Brother B— seems to be a little afraid of the bomb, if we may call it so, that he has thrown into the B. & M. camp. Now if this bomb is wholly of Charley's manufacture it won't kill or even stun any of us—not even Charley.

The article on "general promotion" was not spasmodic or of the quick lunch kind. It was well seasoned, the salt had not lost its savor. Brother C. E. B. has run the first section of "general promotion" on the B. & M., let us hear from others. Open up, brothers, don't think your correspondent will feel jealous. I will be despondent for awhile if some of the brothers will get into this subject that C. E. B. has so extensively opened up. Now, brothers, don't let it drop where it has been left, pick it up and see what you can make out of it.

No doubt Brother C. E. B. expects to be criticised in full measure. He is a man that will accept just criticism most gracefully, also answer all questions on this subject to the best of his ability. Again, brothers, get into the game, don't be afraid to be seen in print.

"Investigations and Their Purpose," in the September CONDUCTOR by W. D. Anderson, was a rattling good article. Give it a reading, brothers.

"Mixing Cheerfulness With Duty," by our editor in the September CONDUCTOR—well, brothers, what do you say after reading such a grand article? How about our old dispositions? After reading our editor's article, I turned the searchlight upon myself and said: "I am going to be a better mixer." It is something like the answer a great artist gave to a questioner. He was asked: "How do you get such beautiful color in your pictures?" What do you mix your paint with?" "Common sense and brains," the artist answered.

Brother A. V. Newton had a good solid ton article in the September CONDUCTOR. Brother New-ton is always there with something "new" and he always gives good measure, shaken down, running over, in short, a whole "ton."

During a short heart-to-heart talk with our chief conductor, E. M. Roberts, in regard to thoughtfulness of others, more especially those who were sick and afflicted, we found Chief Ed. a great big-hearted sympathizer with those in trouble. Brothers, we meet in Division chamber or conductors' room, hall or register room, we pass and repass, but we don't know each other unless we get each other's confidence more than we have. The old Moody & Sankey song, "We shall know each other there," we think is better rendered if we read or sing it. We ought to know each other here, right down here in the work-a-day world. Why, brothers, we don't want the High Chief up there (or in other words, Heaven) going about with us arm in arm, spending his time with introductions. If we know each other here, no doubt, we shall know each other better there.

After talking with Chief Ed. I couldn't help thinking of these words, "Confessions of Two Railroad Conductors." Very much different from the so-called confessions we read not a hundred years ago. If we must confess, let us confess of our own shortcomings. "The Confessions of a Railroad Conductor," would make the conductor, personally, a better railroad man, and his example would have a tendency for his brothers to go and do likewise; hence employer and traveling public get the benefit.

W. B. W. of Jacksonville, Fla., gave us a bright letter in the September CONDUCTOR. His discoveries in and about Boston equal Christopher Columbus when he discovered

America. He sent a wireless to the queen of Spain, saying, "I know the world is round, for I have discovered the Hub."

The great automobile race in Lowell, Mass., during the second week of September was a great crowd drawer. Monday, September 6, Labor Day, was the monster day. The southern division of the B. & M. runs in close proximity to the race course, also along the banks of the majestic Merrimac river. The high tide of travel that always comes on Labor Day is a great tax to all the operating department. To sandwich in their automobile wave of travel with its many extra trains over the same tracks used by the regular trains and sections was a piece (and a large piece at that) of high bred, scientific railroad despatching, under the executive ability of our assistant superintendent, John Rourke, who is a tapper of the wire of class one. This vast crowd was handled with ease and smoothness. The grand old Merrimac river never ran smoother than did this river or rather ocean of automobile travel.

Great credit is due those under Assistant Superintendent Rourke, who handled trains, wires, cars, crossings, bridges, culverts, tracks and the many minor details that go to make big a success of a big undertaking. It is an example of co-operation, chief and men working together, that is our idea of railroading.

They say the north pole has been found.  
Whose a liar?

Keep off the grass. C. E. GRAVES.

### Danville, Ill.

If I am not considered out of order, I would like to express my thoughts in the way of a suggestion regarding the proposed pension system for old members. If the age limit is to be seventy years, no amount of money would be of much benefit to them. Also, if the system, even if adopted at this age, will make it hard to secure young and new members, I will say a better method would be to pay in full or part of the policy. After a brother has been a member of the Mutual Benefit Department for a period of twenty or twenty-five years without being delinquent, and has answered all and every call, this, I think, would be an inducement to new members and cause all the old members to remain, as there are quite a number that do not belong to the Mutual Benefit Department, and on account of the age limit cannot now do so; and with a continuation of the relief and reserve funds would cause no greater hardships than now, and meet all demands. Most all of the old line accident companies have added clauses for loss of foot, hand and eye, paying part for loss of one and full amount for loss of both feet, hands or eyes, in addition to the weekly indemnity—this

was done to put mutual benefit orders out of business. And as a great many of the members are unable to carry both they take the smallest amount possible in the Order and go to the old lines on account of the weekly indemnity, where, if the twenty or twenty-five year system was adopted they would take the largest amount possible in the Order and see that they would not become delinquent. This system would surely be an inducement to young members who are wise to the fact that "straight life" brings good results in addition to a policy in some old line accident company.

THOS. HAWKINS.

### Bowling Green, Ky.

The salaried general chairmanship for the L. & N. System has been an experiment with us now for nearly two years. And every conductor on our system, who has at heart the welfare of our Order, has been watching with great interest and care the progress of this experiment. We have all discussed with great freedom the general practicability of our new undertaking in the election of a salaried general chairman with a view to the utility and economy of the enterprise; but we have even had the personality of our general chairman up for a free-for-all discussion without limit. With reference to the latter discussion, however, I shall not, at present, attempt to speak; as actual, practical results are what we are paying for and what we are all looking for. If we are getting good practical results, in general, and maintaining our honor as individuals and our dignity as an organization, we have, in my opinion, much to be thankful for; and we should, in such circumstances, be abundantly well satisfied, regardless of whoever may happen to be holding the position of salaried general chairman, for the time.

In looking over our system in general, I find that in the western part, where for a very long time the service and the peculiar conditions have been very unsatisfactory, according to the reports of many of our old conductors in that section, there has recently been a decided change for the better. Both the service and the relations between the men and the company have greatly improved. Many of our men there have been restored to their rightful positions; and the good custom of promotion by age of service has once more been re-established in that section. These improvements have brought about among the men of that locality a better general satisfaction with the service and a better spirit of co-operation between the company and the men.

Over in the eastern part of our system, among the mountains, far from the home offices of the company, where the service

and the relations between the company and the men are modified by local conditions, and where the adjustment of our grievances has formerly been attended with much difficulty and delay, the men now report that their conditions are greatly improved; that they are receiving as much attention and as much consideration in the adjustment of their grievances as those divisions that are situated in more favored localities nearer the home offices of the company.

In the extreme south, and also away to the southeast, among the mining districts, where on account of the peculiarity of the service and the location, it has always been, according to the general acceptance, difficult for our men to secure adequate redress of grievances, from the fact that many of them were long delayed and confused with the local conditions so that they became practically hopeless of adjustment, their grievances are now receiving proper attention and consideration, and are being promptly and satisfactorily adjusted. Doubtless these changes come in part from the fact that a salaried chairman can readily visit these extreme localities and make a personal investigation into the peculiar conditions of every grievance; and thus get the case in full before the general management without delay, where it is stripped of its local trimmings and handled with intelligence and dispatch.

And so I find similar favorable reports coming in from all parts of the system, all tending generally to show not only a more effectual method in the prosecution of our grievances, but a more intelligent adjustment of them. These features themselves are significant; but we are getting still more; we are getting less delay than formerly, and more attention in detail to our individual cases; and by being now brought into closer touch with the general management, those of our Divisions that are more unfavorably situated both as to location and conditions are receiving as much attention and consideration as those more favorably situated.

These facts themselves abundantly bespeak the general utility and success of our undertaking in establishing a salaried general chairman upon our system.

In bettering our conditions in the past two years since we adopted the salaried chairman, we find our assessments are very much reduced in handling our local grievances.

Brethren, in looking over the body of men as conductors and members of the Order of Railway Conductors, and members of my Division, I compare them at times with a bushel of apples and the good wife who is going to preserve them. The first thing the good wife does is to peel all the apples; some of them being better preserving apples than others. She

will put them all in the preserving kettle and boil them until they are all preserved alike, and they all will taste alike, and they are all the same as one apple. The good wife has made good preserves out of all the bad apples as well as the good ones. Now do you think the conductors of your Division can be preserved as the good wife preserved the bushel of apples so they will all be alike. Brothers, we have some conductor apples in our Order; we have green ones, and some good preservers. Now let us put all of them in the preserving kettle and boil them until they are all alike and we will have good fruit laid away for the cold days, and this we can do by putting our shoulders to the wheel and keeping fire under the preserving kettle while Brother Keen is putting the conductors in the kettle. Just keep on with your good work, Brother Keen, and we will all be preserved the same as the good wife has preserved her apples. It will take time, as some brother conductors are very green, and it will take a hot fire and plenty of boiling to preserve them. Brothers, know for yourselves whether you need boiling or not. Help keep up the fire. Go to your Division meetings and perform your duty and meet every obligation you owe the Order. A slack Order man makes a slack conductor. Some conductors go to the Division to get their rights. They don't say they go to get their wrongs adjusted. You should go to your Division for both, your rights and your wrongs. If your troubles are placed in your committee's hands your superintendent or trainmaster are broad minded enough to right your wrongs. Brothers, while I was representing my Division as local chairman, in placing any complaints before the officials they would always be willing and ready to adjust my complaints, and would not deprive me or the brothers of what we should have. Come now, brothers, wake up, ask yourself if you are an O. R. C. member, or if you are an O. R. C. brother, as you know the difference between the two. One is for what is wrong; the other is for what is right. Wake up! Wake up!

A. P. RIGSBY.

### Hagerstown, Md.

Division 354 is still here, adding a new member now and then, and still looking up new ones. Like a great many other Divisions our attendance is sometimes a little slim and, also, like others, we have the old regulars that don't forget when meeting day comes; and I am sorry to say, sometimes, if it was not for these regulars there would be more than one charter surrendered by reason of no meetings being held. However, prosperity has come around once more, and we may look for the boys

to attend meetings a little more regular.

I believe it would be a good thing for some officials to look up the remarks of Mr. Anderson in the September CONDUCTOR, as his first paragraph might possibly make some changes in the methods now in vogue of disciplining employees. If a man errs, I believe they could, many times, take the man in their office and talk him into a good and valuable employe, such as a father would his son, and I know that many of us remembered where our fathers have turned us from dangerous shoals by moral suasion, where a good whipping would probably have had no effect; and with the great majority of men in railroad service today who have large families dependent upon them for everything they need, actual suspension has a more far-reaching but less beneficial effect than moral suasion or some other method of discipline. Because a man makes a mistake, that is no reason why some honest, loving wife and little children should suffer, when the object to be obtained, and example set by some other less severe punishment might be enforced. I do not favor actual suspensions for the reason above mentioned, and feel sure the officials who have this duty to perform will soon realize the hardship that actual suspensions bring to many to whom they don't belong.

J. D. Booz.

### Tacoma, Wash.

Not having seen anything in THE RAILWAY CONDUCTOR from Mt. Tacoma Division 249 for several moons, I thought it would be wise to let the brothers from afar know that we are meeting again regularly in the Pythian Temple on the second and fourth Sundays at 1:30 p. m. We had a pleasant visit to our Division last Sunday from Brother R. P. Ward, of Division 107, who just came from the Panama canal country, and gave us a very interesting account of the conditions and wage question in that region since the Taft administration.

Brother Wm. Fairchild, who has had charge of the excavation of the new union depot site, has been appointed assistant trainmaster at Vancouver, Wash.

The Milwaukee boys are going to organize a new Division of the Order at Cle Elum, Wash.

Business on the Milwaukee Railway is improving, also on the Northern Pacific Railway. Wheat is commencing to roll in and business in the freight department is picking up.

There is something I wish to call to the attention of the members of our Order, and that is, these dead beats who represent themselves as members of the Order. I had the case of Geo. Bilton up with the Grand Secretary who informs me that he

is not a member of the Order, but he held a receipt showing he had his dues paid to the first of January, 1910. This man died here in a drunken debauch, and we considered if he was a member of the Order he should at least have a decent burial, so we telegraphed his Division secretary and found that he was a "phoney." It is said that there are places in Chicago, Ill., where a man can get receipts and Division cards of the O. R. C. If this be true, it is time some one should investigate and set a trap for the ones who are doing this kind of business. I hope that this case of Geo. Bilton's will be a lesson to all Division secretaries before going to any great expense.

BOOSTER.

### Clifton Forge, Va.

Have we had a panic? Well, it don't look very much like we have had one on the old C. & O. Business is about as good now as it ever was since it was a road. We may not be handling as many trains as we formerly did, but they are just about as thick as we care to see them right now, considering the number of cars handled in each train. Our engines have grown in size and strength each year until we are almost convinced that they can pull anything coupled to them. We are handling over the Clifton Forge division daily, that is, in every twenty-four hours, twenty-two or twenty-three through trains in addition to four local freights and four passenger trains. The tonnage for loaded coal trains is sixty fifty-ton cars; other loads, that is, mixed loads, sixty-five and seventy cars; carded manifest trains, fifty loads; empty trains, seventy cars is the minimum. So by figuring up the tonnage handled over our single track lines, you will see that the tonnage far exceeds that of many other roads of our country. And just at present we would not know if it were not for the marks of a great struggle for existence fought by the laboring people in an effort to pull through the panic, that we ever had one, but a panic always leaves its work of destruction and misery wherever it goes. The sad feature of a panic is that it never affects those who are really responsible for them, but falls heavily on the innocent ones and those least able to bear it. While the brothers on the C. & O. have had no reason to complain of hard times or slack business for the past few years, yet we realize that business on many other roads throughout our country has not been so good, and on many of them the men have been reduced to a very low minimum, and many of them cut off for an indefinite period, forcing them to leave home and loved ones to roam over the country in search of employment that they may be able to keep soul and body together, and keep the little

home intact for mother and the babies until the return of prosperity, when they could return and take their place with the boys and share the joys of his home with those whom he loves and has strived so hard to keep together through a murderous panic. For the last two years or more there has been a so-called panic sweeping over our country, crippling our industries and filling our country with idle men and hungry women and children. There never was a panic like the one that has apparently taken its departure from our land. We have heard this panic question discussed from almost every standpoint, but none could give a satisfactory cause for its existence among us. We see no reason for a panic in this land of plenty, but it has been here just the same and it has left its mark of destruction along the highways of our country. We have seen factories and mills closed indefinitely, the railroad shops full of white-leaded engines, and thousands of employes roaming over the country in search of work. We could see the homes, that were once clear of debt, with a card in full faced type tacked on the door with these words, "This property for sale to satisfy a mortgage, lien, etc." Unable to get employment the poor man must withdraw from the little home that represents the best of his life's service and with mother and the babies, make another start. It is truly a sad condition, but we find it so whenever the corrupt politicians and lawmakers of our country choose to tie up our country with a panic by enacting laws that will disturb the peace and prosperity of our country for no other reason than to make the rich man richer and the poor man poorer. We long for the day to come when the laboring man's eyes will be opened to his condition, then you will hear the cry going up from the people, "Give us honest men in our legislative halls that the laboring man may have a reasonable chance for the 'square deal'." Whenever a free people become aroused to the conditions in their country and begin to search out the guilty parties, then you will see the rascals take to the tall timber. There is not an O. R. C. man, or any other man who gets his living by the sweat of his brow, that won't agree with me that under present conditions, if a man gets a hundred dollars in debt he usually stays a hundred dollars in debt and year by year adds a little more indebtedness until by and by he must get out. We know that we have some men in our land that would not be free from debt if they could, but we find the honest hard-working man bowed down under the bondage of debt and there is no relief in sight for them. Did you ever see a panic like the one that has apparently taken its departure for a few years? While our industries were

crippled and all business on the downward trend, and men out of employment, don't it seem reasonable that the necessities of life should have gone down accordingly? Instead, we find them higher than in any year of prosperity. Where does the laboring man come in on the "square deal"? Brothers and fellow railroad men, it is surely up to us to act our part to preserve that for which our fathers fought and died—Independence. It has been said, and we believe it, that this is the grandest country on earth, a land of the free.

We can just now hear the glad songs of "good times coming," and we believe they are coming, at least for two or three years, and then another national election, and down we go again for two more years, for it will take about one year to starve many of the working men into submission so they will vote the right (?) way; and then another year of wrangling in Congress over the tariff or something else along that line; then if things are in shape to suit certain interests that govern our country things will boom again—if not, we will suffer four more years instead of two.

Brothers, think on these things and prepare yourselves to help right the wrongs of the laboring men of this grand old country of ours; it is up to you and I to be on hand and elect honest men to office, both national and state. If you and I show a disposition to cast our lot with honest and clean men for office, the honest man will show up in due time, and we will find that we yet have a few that can't be bought by all the millions the rascals of this country possess. But when we fail to take any part in this fight and allow the grafters and crooked politicians to take full charge of our polls and lead the scum of the world up to the polls and vote them as they please, you and I will have to decide to cast our lot with them and by and by we will be on a par with them.

H. A. CALLAHAN.

### Boston, Mass.

Brother Bedell's letter last month just suited me to perfection in regard to the promotion of freight conductors on the B. & M. system. Brother Bedell has nothing to gain by his liberality to his brothers who are members of the O. R. C., and he surely displays a good spirit in the right direction. Just stop and think how many applications are made daily by men for the passenger service and then are placed in the freight service—over eighty per cent more for passenger service than for freight service—so I am told by men who do the hiring. The old-time freight men are fast passing out of the business, and the freight conductors now have a pretty hard life because men keep changing. They don't stay because there are too many hardships and dangers,

that make up the life of the brakeman who is just starting in. But what about the freight conductor who has so much responsibility? When statistics give us facts that the average life of a freight conductor is twelve years, this ought to appeal to the management of different railroads in this country and the freight conductor ought to get his rights to promotion unquestioned.

The summer is fast closing and we have had a remarkably good passenger business and the freight business was very fair. The boys are looking around just now to see where they will fit in on our next change, which comes about October 2—we change twice a year.

Brother Gilmore has just got back to work after a hospital operation, and the brothers gave him a good hand shake and were glad to see him back on his old run.

Brother A. W. Cushman is running for state representative from Provincetown, and his prospects are very bright, as all the boys are putting in a good word where they can and reports are very favorable.

We have, I understand, elected a permanent chairman on the New Haven, which will probably help to adjust some things.

Brother Dick McAloon has just got back to work after a long spell of sickness.

AUTOMOBILE.

### Logansport, Ind.

I hope every conductor who works for the Penn. Railroad Company will take time to read this letter, for it certainly concerns him. I may not be able to put the subject to him just right, but hope to convey the idea so that he can understand what I am attempting to do.

As I understand it, every member of the Order is assessed \$2.00 per year to support the relief fund. And whoever was the founder and put this fund in operation, deserves the thanks of every Order man, rich and poor, on this wide earth, for nothing better or more timely was ever conceived than this same fund. But since its inception someone has put a clause in the working of it that causes a hardship on any member who happens to work for the Penn. Railroad Company. I will explain. There is a law, written or unwritten, that says a brother who, from any source, has an income of \$30.00 a month, cannot receive relief from this fund. I may be misinformed as to this, but such is our understanding of it. Now, everyone, or practically everyone, who works for the Penn. Railroad Company, belongs to the Penn. relief fund, for which we are assessed, or in other words, we belong to a Penn. insurance that pays us \$30.00 a month for life in case of disability—of course there are grades and conditions which I will not attempt to explain. Now where is the advantage of a

Penn. man belonging to both when he is debarred from receiving benefits from one, because the other one pays him (except to help some needy brother, which we are always willing to do.) Don't think for a minute I am finding fault with the O. R. C. relief fund. No doubt it is a great task to have these complaints coming in. We realize this fund is a new thing not fully in working order yet. That it will take years to perfect it, etc., but if no one offers criticism, the defects will always remain. But as I explained we are assessed without being able to receive benefits.

Our Division has no room to complain, for we have had two needy cases taken care of by this fund, but we recently presented the case of an old time Penn. conductor, Brother Joe Kenny, who lost his sight. Not just entirely blind, but almost so, making it necessary for him to be led about the streets. He was taken off his run more than a year ago on account of his eyes. We presented his case with affidavits from his oculist that he would never recover his sight, also from railroad officials that he was taken off for this reason only. We had the unfortunate brother sent to Cedar Rapids to appear before the insurance board in person, but they refused him relief, wholly on the ground that he was receiving \$30.00 from another source. The board was made acquainted with the circumstances, but made it plain to us that the law would not permit it. Let us give you an example.

A and B go to work for a company, same age, same conditions, etc. A is one that will never go out when it is too cold or too hot, when there is a circus in town, or on Saturday night. The secretary has a time punching him up to keep him from going delinquent with his dues. He tells the caller he is sick, etc. You all know him. He belongs to all Divisions from Maine to Mexico. He moves his home frequently and is the first man to want help. Now B is a good old wagon. He goes, rain or shine, the trainmaster can always depend on him. He buys himself a home, and in time has a couple of houses to rent at \$15.00 each. He pays his dues promptly and is always on the level. You know him too. But some day they both get hurt. Which one are you going to help? Why A of course. The law won't allow you to help B, for he has an income of \$30.00. It strikes us that here is an excellent opportunity for "unfinished business" to get in overtime. Now I again want to say, we are not criticizing the ruling, but are criticizing the law that forces this ruling. Let us hear from Brother Gauss on this subject. As it stands, it is placing a premium on shiftlessness and idleness.

Now a few words on another subject. Those of us who advocate reduction of

the number of delegates at the convention realize fully that we were beautifully licked at Boston, but we give you notice that we are coming back for more. We believe that if we can get the attention of the members the country over that this matter can be put through. We believe that if the Order in general voted on this question it will carry ten to one. We instructed our delegate to vote for reduction; "Anything, so it was reduction," but in his own opinion he knew more than his Division and voted to continue this farce. That reminds us of the story of the eleven stubborn jurymen. I wish I could be the means of having this most important question put before every Division in this broad land for it is surely one of the most important questions confronting the Order. Once the rank and file become interested, it goes; but otherwise, if we continue the policy of sending these great hordes of pleasure seekers, wives, mothers and canary birds, just so sure will the affairs of this organization be found drifting into the hands of a few wise, scheming leaders, who will run things in their own interest. This organization will never stand for any sharp politics, which will eventually develop if the present methods continue. You can never, *never* handle them to get any intelligent results. You will hear from me again on this, and we hope for assistance from others.

I was taken sick in early summer and as soon as able went south for my health. I have always heard of the kindness of the southern people, particularly conductors. I gladly take this occasion to say that no one could have been treated better by everyone I met, and kind treatment can be appreciated when you are away from home and sick. I cannot close without thanking Brothers Gault and Thompson of the L. & N., and Brothers Steger and Simonds of the Tennessee Central. Don't understand that I am thanking them on account of carrying me on their trains free, for I had full transportation everywhere, but for generally kind acts.

Now, brothers, always stand up for the good old O. R. C., stand up for it even if you know you are wrong—then you will be right. "WABASH."

### Los Angeles, Calif.

Los Angeles recently participated in one of the most successful conventions known in its history—that of the "best people on earth," or rather, the Benevolent and Protective Order of Elks. The bars were taken down and the herd roamed at will, and festivities were fast and furious for one week, all proclaiming the "City of the Angels" one of the most hospitable on the globe. A few of them remained, reluctant

to leave the scene of so much pleasure, and if indications are any criterion will make their permanent homes with us. We had our usual California sunshine, with loads of flowers and oranges to make all happy, and surely "Bill" will come back again. The "boys of '99" are a hustling, happy lot of fellows, full of life and sport, and the beautiful new home at the top of "Angel's Flight" was a busy place in those days. Brother Conway, the secretary, with his usual smile and his corps of attendants, was here, there and everywhere at once, looking after the comfort of the numerous guests, many of whom were railroad men. Division III, as a fraternal organization and in its civic pride, assisted in making merry, but as a guest rather than as a host. Brother J. J. Welch was with us from the desert local, as was also Brother Donnatin. Brother Harry Sullivan, among the active participants from the Order, contributed the "Highland Fling" with great gusto and success and Brother Hartell as a monk was right at home with the Santa Barbara bunch. Brother Harry Mull of 503 was one of the drill corps, and surely was a "pippin."

Brother J. J. Payne continues as general yardmaster at River Station and is really growing quite stoop-shouldered, carrying the responsibilities. Brother Al. Miller has entirely recovered from his illness and is again at his accustomed place at the "Arcade." Brother Thomas of Division 55 gave us a pleasant and instructive visit recently, assisting us in bringing in three new conductors to the fold. Brother Thomas is one of the oldtimers and was made a conductor when all the modern appliances were only fond hopes. At one of our meetings he gave us a good and illuminative talk as to the American Railway Employees and Investors Association of Chicago, which is meant to bring employer and employee in closer touch, causing a more congenial and friendly feeling. It stands to reason that in harmony there is strength and it is not a bad plan to protect the bridge that carries you safely over; and what benefits the railway benefits its employees, or should at least. The cause of most of the trouble on railroads originates with the local officials who are trying to make a record, and who do not hesitate to do little contemptible acts to curry favor.

We of the Los Angeles division have a very pleasant and agreeable gentleman for superintendent and the feeling among the employees is that he means to deal honorably and fairly with all and does not try to browbeat or bulldoze. His policy is clean and open and we appreciate this.

Sister June Horton, widow of former Secretary-treasurer Horton, is located very pleasantly near the center of the city in

a down-to-date rooming house and, like most of the wives of railroad men, she has proved a capable and successful business woman in addition to her social qualifications.

Angel City Division 84 is preparing to entertain Sister Moore, grand president, when she makes her western trip, and the brothers expect to come forward also with their courtesies and to do the "gallant" act.

Brother A. F. George is our regular correspondent—but, really he is so busy growing rich selling machinery that he cannot spare the time, so he is quite excusable. We have a fairly good attendance at all of our meetings and are getting along fine, and we do enjoy having all of the visiting brothers with us, from whatever direction they hail. Do not fail to call on us.

"UNCLE FULLER."

### The Once-a-Years

There are men in every union, and it really is a pity—

We have them in the country as well as in the city.

They seldom come to meetings and they hate to pay their dues,

And at every call for charity they grumble and refuse.

Yet we have them on the roster, and they never would be missed

If they took a trip to China and got on the Boxer list.

They come around 'bout once a year at officers' election,  
And they have a deal to say that we make a good selection,  
And give us good advice, these noble-hearted gentry,  
And they want to choose the officers, from president to sentry.

They find fault with the union and growl at each assessment,  
And seem to think they've made a mighty poor investment.  
And when they see the death list it almost sets them crying,  
Till we feel like giving double if they would do the dying.

Now, brothers, take advice, and try and get to meeting,  
And we will give you all a true and royal greeting.  
And when you hear of brothers who are sick and in distress,  
May your hearts be full of sympathy to aid and cheer and bless;

And when Death's mighty angel at last shall smite you down,  
And you lay aside your earthly cross and take up the promised crown,  
We all will make a mighty band of brothers true and kind,  
To guard, protect, assist, defend the loved ones left behind.

—C. J. Lundberg in the *Union Leader*.

## Nicknames

A. T. PEARSON.

Did you ever stop to wonder  
At the nicknames of the men  
With whom you've all been working  
Since goodness knows just when,  
And follow out the reasons  
For all the funny names?  
'Twould take you back in memory  
When you first commenced the game.

No matter where you go to work,  
There's sure to be some head  
Who knew you as a brakeman  
On the "Trunk" and calls you "Red;"  
A name you earned on starting out,  
Too far back now to say,  
And one that sticks and will, I guess,  
Till the owner's laid away.

There's "Buster" Byrn and "Buster" Rea,  
And "Two car Pete" and "Spasz;"  
And "Emmy" Hodge and "Granny," too,  
And "Whitey" Moore and "Raz;"  
"Hunk" and "Buck" and "Billy Bounce"  
Would think it strange, I know,  
If called by any other name  
In "Hor elides" bungalow.

"No Signs" Jim, and "Fy Gam" Dick,  
And "Gloomy Gus" and "Tubby"  
Would stop in wonder if not addressed  
By their nicknames, by "Lobby."  
"Big Newt." Eg. and Little Joe,"  
And "Hasty Jack" and "Crook,"  
"Texas" Ed and "Bad Eye" Jones  
And "North-bound" John Deloop.

There's "Nigger" Ray I most forgot,  
And when I think of him  
Old "Long Stroke" Pruitt comes to mind  
And likewise "Smoky Ben."  
There's "Jumbo" and there's "Shorty,"  
Old "Blackie" and young "Fruit,"  
"Our George" and "Handsome" Andy  
And "Waxy Mac" to boot.

In fact, as I go o'er the list  
Of men both here and there,  
I quite forget their lawful names  
And recall the "nicks" they bear.  
And as for me, while stopping here,  
It matters not a whit  
What Bidy may address me as,  
So paycheck's made to fit.

# Legal

## Legal Decisions of Interest to Railroad Men.

Prepared for THE RAILWAY CONDUCTOR by COLIN P. CAMPBELL, Grand Rapids, Mich.

### *Mistakes in Orders—Liability of Railroad Company—Collision.*

Plaintiff who was employed as a brakeman by the defendant was injured on the morning of February 23, 1901, in a collision of freight trains at the yards of the defendant company in White Pigeon, Michigan. The defendant claimed that the crews of both trains were violating the rules of the company and the rules of ordinary prudence.

It is the claim of the defendant that the crews of both trains were at the moment violating rules of the company and rules of ordinary prudence, the west-bound train on going upon the main line track without protection from trains lawfully using the track, the east-bound train in approaching the yard at an improper speed and, as no switch lights were seen in the yard, without stopping to ascertain if the road was clear. The court below was of opinion that there was no evidence to support a finding that the injury to plaintiff was the result of negligence of defendant. It is the contention of plaintiff that the testimony tends to prove that the brakeman whose duty was, it is said, to protect the west-bound freight against incoming east-bound trains, did not understand his duty, had not been instructed in the manner of its proper performance, and was therefore an incompetent and improper person, at the time, to be employed in that service, and that it also tends to prove that the trainmen in charge of the west-bound freight had been notified that the east-bound train in question had been annulled. Both of these facts being established, or either of them, it is claimed that negligence of the master which contributed with negligence of fellow servants of plaintiff to the injury and the consequent liability of defendant is also established.

The court said:

As often occurs, the attempt to fix responsibility for the catastrophe is one of

some difficulty. We are, however, called upon to decide whether, viewing the testimony which was produced in a light most favorable to plaintiff, questions of fact determinative of the legal ability of defendant to plaintiff in this action ought to have been submitted to the jury. It is convenient to consider events in the order of their occurrence. Freight train 551 is a regular scheduled train running from Grand Rapids to White Pigeon; thence to Elkhart. It bears the same number whether on the Grand Rapids branch or on the main line. On February 22, in its trip from Grand Rapids to White Pigeon, and because of an excessive fall of snow, a portion of the train was left on the road and the remainder was moved to White Pigeon. There, at 1:45 a. m., February 23, the conductor and engineer of this train received the following order:

Lake Shore & Michigan Southern Ry. Co.  
Telegraph Train Order No. 1.

Superintendent's Office, White Pigeon,  
2/23/1901.

For White Pigeon, to C. and E. of No. 551.

No. five fifty 550 of February Twenty-third 23rd is annulled.

A. H. S.

Conductor and engineer must each have a copy of this order.

Time received, 1:45 A. M.—O. K.

Given at 1:46 A. M.

Conductor	Train	Made	At	Rec'd by
O'Doud	No. 551	Complete A. H. S.	1:47 A. M.	Davenport

The reason for this order may be stated here. Train No. 550 on which plaintiff was riding, is a regular freight train running from Elkhart to White Pigeon; thence to Grand Rapids. It has the same number on the main line and on the Grand Rapids branch. Compared with No. 551, it is the superior train. It is scheduled to leave Elkhart at 1:40 a. m., reaching White

Pigeon at 2:50 a. m., and Grand Rapids at 10:10 a. m. If, therefore, the locomotive and crew of train No. 551 returned over the Grand Rapids branch to move the abandoned cars, they would be using the track of the division upon the time of train No. 550, since they did not expect to arrive with them at "White Pigeon before 2:50 a. m. After receiving this order, train No. 551 did move the abandoned cars, arriving at White Pigeon at some time later than 4 a. m. It was there, and for the purpose of proceeding to Elkhart, made train No. 553 by the following order:

Lake Shore & Michigan Southern Ry. Co.  
Telegraph Train Order No. 11.  
Superintendent's Office, Toledo, Ohio.  
2/23/1901.

For White Pigeon, to C. and E. Eng. 362.  
Eng. No. three sixty-two 362 will run as  
No. five fifty-three 553, White Pigeon to  
Elkhart.

A. H. S.

Conductor and engineer must each have  
a copy of this order.

Time received 4:34 A. M.

Given at ———M.

Conductor	Train	Made	At	Rec'd by
O'Doud	Engine No. 362	Complete A. H. S.	4:35 A. M.	Davenport

Train No. 553, on the time card, is a regular train on the main line, leaving White Pigeon at 1:40 a. m., arriving at Elkhart at 2:40 a. m. The train crew was not changed. Nevertheless, train No. 551, then nearly 12 hours overdue, was, by force of this order, and so far as the main line was concerned, cancelled. It was train No. 550 and train No. 553 which were in collision. The conductor of No. 553 was Michael O'Doud, the engineman was Frank J. Bock, and the head brakeman was Earl Allison. W. H. Davenport was night train dispatcher of the Grand Rapids branch and was also telegraph operator for the main line. He in no manner controlled the movement of trains on the main line. That control was exercised from Toledo, Ohio. But all orders were signed with the initials of the superintendent, Smith—A. H. S.—by the respective train dispatchers, and the var-

ious orders indicated from which office they emanated by being dated at Toledo and White Pigeon respectively. Before the train left the Grand Rapids branch and proceeded, by the left leg of the Y to the main line, Conductor O'Doud asked Davenport where No. 550 was. Davenport inquired and told him it was about leaving Elkhart. This was not an order. The information was not given in writing. O'Doud thereupon told his engineman, Bock, to take the train out and to back in on a main line siding ready to proceed to Elkhart at the proper time. He also told Allison, the head brakeman, to get on the engine, ride around the Y and go out with a flag. He himself undertook to protect the train from the east. Allison rode to the main line switch, opened it, and, according to his testimony, rode out on the main line upon the engine, intending when the train was clear of the Y to drop off with his lantern and protect the train from anything approaching from the west. To this point there is little material disagreement concerning the facts. The engineer testified that he did not know that Allison rode out on the main line in the engine cab, and that the last he saw of him he had gone ahead of the engine to and had thrown the main line switch. He admits that he at once pulled his train out upon the main line. Bock's excuse for his own actions is that he understood that train No. 550 had been annulled, not on the division only, but also on the main line. He testified: "I would not have gone out on the main track at that time in that manner were it not for that order which I received annulling 550."

Allison's excuse is: First, that in throwing the switch and riding out as he says he did he supposed he was obeying the orders of the conductor; second, that after throwing the switch the train came on so fast that he could in no event have preceded it. There is testimony to the effect that if 550 had been annulled on the main line, then 553 would have had no occasion to send out protection because, at the time, it was using the track, within yard limits, on the time of no train except 550. There is testimony tending to support a finding that Allison, who had no experience as

brakeman prior to February 16, 1901, had not received the instruction necessary to a proper performance of all the duties of a flagman. His own testimony, while not entirely in harmony with that given by him at the coroner's inquest, indicates pretty clearly that he understood that he was obeying the orders of the conductor, and that he was confirmed in his understanding by the fact that the engineer, who had the right to direct his movements, proceeded upon the main line track. It is unquestioned that the engineer knew he had gone ahead to throw the main line switch, knew he had thrown it and obeyed his signal to go ahead. It is unquestioned that as the train was moved the brakeman could not have preceded it out upon the main line. There is no testimony tending to prove that the brakeman did not possess intelligence. He knew the necessity for, and had prepared to take with him, a red lantern. There is every reason to believe that he would have left the engine on the main line and remained there until recalled. It does not appear from his testimony that he knew anything about the position of train 550 or about the order annulling it. He did not control or direct the movements of the train, but acted under the orders of the conductor and engineer. The situation as developed from the testimony of these three men was as follows: Each was bound to know the right of all trains on the time card. Each was bound to know that in going out upon the main line track with No. 553 the superior right of No. 550, if that train was not annulled, was invaded. O'Doud understood that No. 550 had not been annulled, so far as the main line was concerned, but supposed there was time to make the siding before it could run from

Elkhart. He, however, ordered protection for his own train. Bock supposed No. 550 had been annulled upon the main line. Allison did not know it had been annulled, and did not know where it was, but undertook to protect the train in obedience to the order of the conductor, as he understood the order, and as the conduct of the engineman, Bock, indicated that he was expected to do.

It is clear that the fault, so far as the operations of the train No. 553 are involved, consisted in leaving the Y without sending out a flag to the west. For this, responsibility rests either upon Bock alone or upon Bock and O'Doud. Allison's competency or want of competency had nothing to do with it. It is not alleged that Bock was incompetent. It is established by the testimony so conclusively that an opposed finding would be set aside by the court, that Bock should have known that No. 550 from Elkhart to White Pigeon was not annulled by the order first above set out. We therefore reach the conclusion that there is no testimony tending to establish the alleged negligence of the defendant. It is not necessary to examine the testimony showing the manner in which train No. 550 was operated. It is sufficient to say that it tends strongly to prove that when it entered the yard limits it was running at an excessive speed, that the conductor, who was riding in the snow plow, and who from there controlled the movements of the train, discovered that for some reason none of the switch lights in the yard were visible, and that it was practically in collision with No. 553 when the headlight of that train was first noticed.

White v. Lake Shore & M. S. Ry. Co.,  
(Mich.) 120 N. W. Rep. 1079.



# Forum of Train Rules

Edited by Geo. E. Collingwood.

Differences of opinion as to wording and meaning of train rules and orders have always existed. This Department is edited by a practical train dispatcher of wide experience, and a student of the subject. No member should, however, permit any opinion expressed in these columns to influence him to depart from the rules or established customs of the road on which he is employed.

## Roanoke, Va.

Kindly give me your views on the following order and state which extra, if either, is supposed to protect under standard rules:

Eng. 421 will run extra A to Z. Eng. 423 will work extra at I 8:00 p. m. until 1:00 a. m.

VIRGINIAN.

ANSWER—Under standard rules work extra 423 must protect, whether standing or moving, against other extras within the working limits in both directions, as prescribed by rule. Extra 421 will pass through these limits expecting to find work extra 423 protecting themselves as directed by rule. Under the revised rules, work extras, unless they are relieved from protecting, must protect themselves at all times, and when a work extra is directed to work between certain points, and the order says that they will not protect against extras, such order must be addressed to extra trains, and they will not pass through the limits of a work extra unless they have orders to do so or unless they are protected as per rule No. 99.

## Wilson, La.

Will you please answer following question in next issue—we are working under standard rules:

C. & E. Eng. 55: "Eng. 55 will work 7 a. m. to 6 p. m. between D & E, protecting against No. 58 after 8 a. m."

No. 58 is due to leave D at 7:20 a. m. The question is, how should the extra work in regard to No. 58 after 7:20 a. m., and has No. 58 the right to leave D on time?

F. H. ROBERTS.

ANSWER—If you are working under standard rules the above order would require that the work extra keep clear of No. 58 until 8 a. m., but after 8 a. m. the work extra could work on the time of No. 58 by protecting against them as per rule 99. The order is not exactly a standard order, as it states a definite time after which the regular train will protect, leaving them to their time-table rights before that time, whereas the standard form does not state any time but simply states the fact that the work extra will protect against the regular train. The word "protect" in the standard form is used to give the work extra right to use the main track on the time of the regular train but they must do so under flag

protection and the regular train receiving a copy of the order will run expecting to find the work extra protecting. There is nothing in the order to prevent No. 58 from leaving D on time and we are inclined to think that either you are not working under standard rules or the dispatcher who gave the order does not understand its application. Of course there is a chance that some local condition made the issuing of such an order necessary and that it was done with full knowledge of its authority.

## Memphis, Tenn.

Thanking you for your reply in the September issue of the CONDUCTOR to my question as to the right of inferior trains and following sections to move against superior trains on an order addressed to train number, I am inclined to think it reveals rather a weak point in many of the so-called standard rules that do not require attention of superior trains to be called to signals carried for following sections of inferior trains. In your example, if No. 2 was superior by class and direction, No. 3 would not be required to call attention of No. 2 to signals carried for 2nd No. 3. Am I to understand that when trains superior by class and direction receive orders to meet inferior trains mentioned by number only that the superior train must ascertain if the inferior train is displaying signals for following sections regardless of whether this attention is called or not?

A. C. MULFORD.

ANSWER—When a train which is superior by class and direction receives an order to meet an inferior train, which is mentioned by its schedule number alone, such superior train becomes inferior to the inferior train beyond the point stated in the meet order, and they therefore come within the scope of Rule 14-k, which requires that a train which is displaying signals will sound one long and two short blasts of the whistle to call the attention of yard engines, extra trains, or trains of the same or inferior class, or inferior right, to signals displayed for a following section, so there is no danger of the inferior train by class not being notified of the signals displayed by superior train, when conditions require it. I am of the opinion that Rule 14-k of the Standard Code is one which could be

dispensed with altogether. If it is desirable at all that a whistle signal be used in connection with signals carried for a following section, such signal should be given to operators and switch tenders at junction points, who are required to register trains which do not stop. For example: there are usually five men on a train to observe signals and it is their duty to notice passing trains to see whether or not they are displaying signals. While at junction points, where the operator or switchman is required to register trains, there is but one man and the rule does not give this one man the benefit of the auxiliary signal, if such signal can be called a benefit. Our opinion is that the rule is one of the poorest in the Standard Code, and that it should be dispensed with as it has a tendency to lead trainmen to depend upon the audible signal instead of the visible signal, as it requires less effort on the part of trainmen, so there is grave danger that this audible signal will become the principal signal, and as it is purely a matter of memory with the train displaying signals, it might very easily be overlooked. With the visible signal the situation is somewhat changed, as there is a permanent feature about it, and the only ones required to remember are the trainmen, who are directly interested in knowing that signals are displayed. Trainmen should, in every case, observe for themselves, whether or not signals are displayed.

### Monett, Mo.

Please give your ruling on the following orders in the next issue of the CONDUCTOR as to what Eng. 539 would be out of B, or would they be anything, or can the order be used to drop the last section of a train? We work under standard rules:

Order No. 1—C. & E. Engs. 544 and 539. Eng. 544 display signals and run as 1st 37 A to C. Eng. 539 run as 2nd 37 A to C.

Order No. 2 received at B.

Order No. 2—C. & E. 1st and 2nd 37. Eng. 544 is withdrawn as 1st 37 at B, following section change numbers accordingly.

I don't think the order can be used to drop the last section of a train.

J. W. S.

ANSWER—The orders given are not standard orders, but they are so worded that it is impossible to interpret them other than as standard orders which are used for the same purpose. Under the two orders given Eng. 544 would drop out at B as 1st No. 37, and 2nd No. 37, with Eng. 539, would proceed from B as No. 37.

You state that you do not think order No. 2 can be used to drop the last section. If you will notice the order is not intended to drop the last section, in this case, but is intended to drop the first section, and

while the Standard Code does not furnish a specific form for withdrawing the first section, still I think the order as issued is competent to withdraw the first section. The sixth example of Form "F" is used in this case, and the heading to this form reads, "To drop an intermediate section." It is possible that when the first section is to be withdrawn that the original running orders should be annulled and a new set issued, although the editor of this department does not think that procedure is necessary.

### Cincinnati, Ohio.

We wish to run two sections on No. 1 from initial station to an intermediate junction point, the regular train to run as the second section. The order which was used in this case reads, "C. & E. Eng. 100 and No. 1; Eng. 100 will display signals and run as 1st No. 1, A to G."

I would like your opinion as to whether or not this is a proper order to use when both engine numbers are known, and also whether or not regular No. 1 can proceed on this order without another order making them second section of No. 1; further, has second No. 1 right to proceed as No. 1 from G without further orders to do so, under the conditions as stated above?

J. M. H.

ANSWER—The order that Eng. 100 will display signals and run as 1st No. 1 A to G is not a proper order to use when both engine numbers are known. It is a single order example and is to be used only when the number of the engine which is to run as a second section is not known at the time the first order is given. When this form is used it is to be followed by an order addressed to the engine which is to run the second section, reading, "Eng. 200 run as 2nd No. 1 A to G." The order which our correspondent quotes is not authority for regular No. 1 to run as second No. 1 A to G. When a regular train is run as a second section from their initial station to some point short of their terminal, they may properly proceed to the terminal as the regular train without further orders, providing the equipment of their train is such that it is recognized as the regular equipment for such schedule; that is, suppose No. 1 is a local passenger train and gets an order to run as 2nd No. 1 from A to G. If this equipment is such that it is recognized as regular No. 1 they may properly proceed from G to Z as No. 1 without further orders, but if the schedule which is being used for two trains from A to G is the schedule which is used for, say, through freight of any description, then the equipment would not be distinguishable from any other and neither train could proceed from G without orders to use the schedule.

# Official Changes

W. A. Durham has been appointed assistant to the general manager of the Missouri, Kansas & Texas.

Paul Resinger has been appointed superintendent of the Arizona & New Mexico, vice Geo. A. Wagstaff, resigned.

F. S. Yantis has been appointed general superintendent of the Dardanelle, Oklahoma & Southern, with office at Dardanelle, Ark.

J. P. Nash has been appointed terminal trainmaster of the El Paso & Southwestern at El Paso, Tex., succeeding C. E. Hollingsworth.

M. M. Leyendecker, chief train dispatcher of the Texas Mexican, has been appointed general superintendent, with office at Laredo, Tex., succeeding S. W. DeWolf, resigned.

Walter H. Guild, private secretary to J. P. O'Brien, general manager of the Oregon Navigation Company, has been promoted to assistant superintendent of the Oregon division.

W. H. Linton has been appointed trainmaster of the Joliet division, except Joliet terminals, of the Elgin, Joliet & Eastern, with office at Joliet, Ill., succeeding H. A. Milligan, transferred.

R. O. Cowling, trainmaster of the Washington division of the Oregon Railroad & Navigation Company, has been appointed assistant superintendent, with office at Starbuck, Wash., and his former office abolished.

J. A. McLardy, trainmaster of the Grand Trunk-Wabash at St. Thomas, Ont., has been appointed trainmaster of the Grand Trunk at Stratford, Ont., to succeed C. G. Bowker, promoted to superintendent at London, Ont.

Robert Murray, assistant superintendent of the Chicago, Milwaukee & Gary at Rockford, Ill., has resigned and the office of assistant superintendent is abolished. P. G. Williams, chief dispatcher at Rockford, has been promoted to trainmaster and will assume the duties of the assistant superintendent.

The Mexico Northwestern Railway Company has acquired the lines formerly known as the Chihuahua & Pacific, the Sierra Madre & Pacific and the Rio Grande, Sierra Madre & Pacific. E. Dimick has been appointed superintendent of the Chihuahua division, with office at Chihuahua, and Geo. Rutledge has been appointed superintendent of the El Paso Division, with office at Ciudad Juarez, Mex.

E. Sterling has been appointed acting trainmaster of district 3, Pacific division, Canadian Pacific, with office at Nelson, B. C.

J. N. Haines has been appointed trainmaster of the Lehigh Valley, with office at Auburn, N. Y., succeeding W. D. Vincent, resigned.

R. W. Burns has been appointed assistant trainmaster of the Wheeling division of the Baltimore & Ohio, with headquarters at Wheeling, W. Va.

M. G. Carter, formerly trainmaster of the Wabash at Stanberry, who was recently transferred to Moberly, has been succeeded by J. C. Ferritor, formerly located at Moberly.

D. W. Campbell, superintendent of the Southern Pacific Lines in Oregon at Portland, Ore., has been appointed assistant general manager of the Oregon Railroad & Navigation Company, with office at Seattle, Wash.

E. A. Gould, general superintendent of the Missouri Pacific and St. Louis, Iron Mountain & Southern, has been appointed general superintendent of the Cincinnati, Hamilton & Dayton, with office at Cincinnati, Ohio, succeeding J. A. Gordon, resigned.

E. A. Hornbeck, general manager of the San Diego, Cuyamaca & Eastern, has been appointed general manager of the San Diego & Cuyamaca, with office at San Diego, Cal. This company has bought all the property of the San Diego, Cuyamaca & Eastern.

William Connolly, assistant superintendent of the Oregon Railroad & Navigation Company at Portland, Ore., has been appointed superintendent of the Washington division, with office at Spokane, Wash., succeeding Thomas Walsh, resigned. J. D. Matheson, trainmaster at La Grande, Ore., succeeds Mr. Connolly.

F. P. Pelter, superintendent of the Asheville division of the Southern Railway at Asheville, N. C., has been transferred to the Memphis division, with office at Memphis, Tenn., succeeding J. A. Heether, deceased. C. C. Hodges, trainmaster in charge of the line between Chattanooga, Tenn., and Knoxville, at Knoxville, succeeds Mr. Pelter. O. B. Keister, trainmaster in charge of the line between Morristown, Tenn., and Asheville, N. C.; Knoxville, Tenn., and Bristol, and the Embreeville and Rogersville branches, succeeds Mr. Hodges, and W. C. Hudson succeeds Mr. Keister.

# Mentions

Remittance slips bearing changes of address for the M. B. D. will not apply to address for THE RAILWAY CONDUCTOR unless so specified by letter accompanying. *Always give your Division Number when writing to THE RAILWAY CONDUCTOR.*

The secretary of Division 308, who is Brother A. J. Reeves, 107 W. Second street, Mt. Carmel, Ill., is very desirous of learning the present whereabouts of W. H. Ones, last heard of at Oklahoma City, Okla.

Members of the Order desiring copies of Smith's Diagram of Parliamentary Rules can obtain them by making application to the Grand Secretary. The price, thirty-five cents per copy, should accompany the application.

If the statistician of the interstate commerce commission has plenty of idle time in which to do the work, it might be well to print a tabulated statement of deaths and injuries incurred in automobile accidents. That orchard could bear some fruit.

The following Division cards have been lost or stolen; if presented, please take up and forward to the Grand Secretary:

CARD NO.	WRITTEN FOR	DIV.
4566.....	P. S. Clark.....	7
768.....	F. C. Noble.....	36
646.....	J. S. Simpson.....	53
19760.....	Chas. Gilesspie.....	54
19877.....	W. H. Hollis.....	55
15891.....	John Madigan.....	84
21947.....	W. R. Wallace.....	88
6704.....	L. B. Hushour.....	119
18068.....	C. H. Crist.....	125
6407.....	D. J. Markley.....	131
20296.....	C. A. McLeavey.....	137
15430.....	F. O. Roberts.....	175
5710.....	A. F. Langford.....	196
22844.....	E. B. Johnson.....	211
10419.....	R. Russell.....	228
9630.....	N. P. Palmer.....	231
18180.....	L. L. Newkirk.....	303
12174.....	R. W. Rhyne.....	304
17869.....	C. Rochin.....	313
17175.....	V. Ragsdale.....	332
9995.....	P. J. Johnson.....	332
2500.....	B. C. Jennings.....	357
18053.....	J. M. Clark.....	371
16904.....	O. S. Lingle.....	379
154.....	D. H. Connors.....	405
2672.....	W. H. Tuttle.....	428
19346.....	R. G. Canota.....	458
889.....	R. E. Kelsey.....	458
18588.....	T. L. Brewington.....	528
14924.....	A. E. Jones.....	543

Brothers—When writing to the CONDUCTOR, or, in fact, to any department, be sure to give your DIVISION NUMBER and STATE. You have no idea what an amount of work it will save us, and it is such a little thing for you to do.—Ed.

## Paraffine Cups in Depots

The Des Moines Union Railway has fallen in line with the movement against public drinking cups and will install a paraffine cup vending machine in the union depot within a few days. By depositing a penny and turning a crank the passenger secures an open paraffine cup which is to be thrown away after use. Similar machines have been installed on trains and in depots on many eastern roads and the Northwestern and Rock Island roads are now negotiating for their purchase. One of the machines is now on exhibition in the office of the state board of health, which began the agitation for sanitary drinking cups on trains.—Register and Leader.

## Man as a Giant of Achievement

It is the wrestling with obstacles and the overcoming of difficulties that have made man a giant of achievement.

If we could analyze a strong, vigorous character, we should find it made up largely of the conquering habit, the habit of overcoming, says Orison Swett Marden in "Success Magazine."

On the other hand, if we should analyze a weak character we should find just the reverse—the habit of failure, the habit of letting things slide, of yielding instead of conquering—the lack of courage, of persistency, of grit.

There is the same difference between a self-made young man, who has fought his way up to his own loaf, and the pampered youth who has never been confronted by great responsibilities that would exercise his powers and call out his reserves, that there is between the stalwart oak which has struggled for its existence with a thousand storms, with all the extremities of the elements, and the hothouse plant which has never been allowed to feel a breath of frost or a rough wind.

Every bit of the oak's fiber has registered a victory, so that when its timber is called upon to wrestle with storms and the fury of the sea, it says, "I am no stranger to storms; I have met them many a time before. I feel within me stamina and fiber to resist the fury of any sea, because I have fought and overcome its equal a thousand times."

The hothouse plant succumbs to the first adverse wind.

### Wise Words of Greeley

I cannot forget that the laboring class, so-called, must, like any other, stand up for its own rights, or be content to see them trampled underfoot; and that the strength given it by organization, superinduced upon numbers, is its only effectual defense against the else unchecked tyranny of capital, eager for profit and reckless of other's rights. The power developed by combination may be abused, like any other power; but labor is helpless and a prey without it—Horace Greeley.

### Value of Human Life

When a person dies of tuberculosis we are apt to think, "Well, not only are his troubles over, but he is no longer an expense to family, friends or the community." No further expense, perhaps, but nevertheless a great loss, not only in the circle of family or friends, but also to the community! There are, it is said, 200,000 deaths from tuberculosis in the United States annually. Let us be conservative and say 150,000. The average age at time of death is thirty-five years. The normal life would go on for thirty-two years longer, or until the sixty-seventh year. Frederick L. Hoffman, a noted statistician, has estimated that the real loss of life of these 150,000 victims of consumption, measured in time, is 4,800,000 years per annum. "If we assume that the net value of a year of human life is at least \$50, the real loss to the nation resulting from the disease, a large portion of which is needless, may be estimated at \$240,000,000 per annum."—*Metropolitan Magazine*.

### Successful Sunday Journalism

For several years the newspaper readers of the west have watched with interest the unique experiment embodied in the Sunday Magazine of the Chicago Record-Herald. The time has now come when it is no longer an experiment, but a sound and prospering success. Nothing else of the kind in newspaperdom can compare for a moment with this remarkable supplement.

The Sunday magazine of the Record-Herald is a real magazine, full of stories and articles by the best living writers, illustrated by eminent artists and carrying on its cover each week a masterpiece of color work. Its prestige is now such that it can compete with the big monthlies for the most costly fiction in the market, sometimes paying as high as \$25,000 for a single serial, as it did for Conan Doyle's "Sir Nigel." It captured Anthony Hope's "Sophy of Kravonia" when every other magazine in the country wanted the story. The most popular tales of humor now appearing in the United States—those of the in-

imitable Shorty McCabe—have been published exclusively in the Sunday Magazine of the Record-Herald from the start.

Its high literary quality has been steadily maintained and has "won out." You will find one of the best novels of the day running serially in its columns at the present moment. It is not strange that hundreds of thousands of readers prefer the Sunday Record-Herald to all other papers.

### President Taft Believes in Organized Labor

While still secretary of war, Mr. Taft accepted and filled the office of chairman of the Public Employees' Welfare Department of the National Civic Federation and after he had been elected president of the United States, at a dinner of the National Civic Federation, he uttered these words: "Time was when everybody who employed labor was opposed to the labor union: when it was regarded as a menace. That time, I am glad to say, has largely passed away, and the man today who objects to the organization of labor should be relegated to the last century. It has done marvels for labor and will doubtless do more. It will, I doubt not, avoid the reduction to a dead level of all workingmen."

### No Wheat Famine in Sight

In view of an estimated yield this year of 235,000,000 bushels of wheat, or 60,000,000 bushels more than in 1908, in the Dakotas and Minnesota, of a substantial increase in the yields of Saskatchewan, Manitoba, Alberta, the Pacific Northwest, and South Russia, and in view of a much heavier yield in the central and southwestern states than seemed possible a few months ago, the world's stocks of wheat seem in a fair way to be in a measure replenished this year and the increasing consumption supplied, in spite of short crops in some of the important producing countries. Already the price of wheat has fallen greatly from the recent highwater mark; and while the days of cheap wheat may not return, there can be no question that the production this year will be adequate to supply the world's demand for flour. When we consider that the virgin land available for wheat growing far exceeds the area now under crop, the uncultivated acres amenable to dry farming, the enormous increase in yield which can be added through rotation of crops and other improved methods of farming and the potentiality of better seed, we need have no fear, although consumption may at times press hard on production, that bread-hunger will, for any considerable period, threaten the world for generations to come.—From "Does Bread-Hunger Threaten the World?" by W. C. Tiffany, in the *American Review of Reviews*, for September.

**Sentences of Wisdom**

(Collected from Many Writers.)

Whatever purifies, fortifies also the heart.  
In the eagerness to grasp, we strangle and destroy pleasure.

They who have nothing to give can often afford relief by imparting what they feel.

To maintain a steady and unbroken mind amidst all the shocks of the world, marks a great and unbroken spirit.

To be wise in our own eyes, to be wise in the opinion of the world, and to be wise in the judgment of God—these three so rarely coincide that one should be very doubtful as to his own eyes, should regard with question the displeasure and still more the applause of the world, and measure all by the divine standard.

Who jests on religion or mocks at a clean life, has a perverted understanding or a depraved heart.

That gentleness which is the characteristic of a good man has like every other virtue its seat in the heart; nothing except what flows from the heart can make even external manners truly pleasing.

In no station, at no period, let us think ourselves secure from the dangers which spring from our passions. Every age and every station they beset; from youth to gray hairs, from the peasant to the prince.

He who is accustomed to turn aside from the world and commune with himself in retirement, will sometimes at least hear the truths which the multitude do not tell him.

Reveal none of the secrets of thy friend. Be faithful to his interests. Forsake him not in danger. Abhor the thought of acquiring any advantage by his prejudice.

Among all our corrupt passions, there is a strong and intimate connection. When any one of them is adopted into one family, it seldom quits us until it has fastened upon us all its kindred.

Many men mistake the love for the practice of virtue, and are not so much good men as lovers of goodness.

Is it not strange that some persons should be so delicate as not to bear a disagreeable picture in the house—and yet by their behavior force every face they see about them to wear the gloom of uneasiness and discontent?

Whence arises the misery of this present world? It is not owing to our cloudy atmosphere, our changing seasons, or inability of our bodies, or to the unequal distribution of the goods of fortune. Amidst all disadvantages of these kinds, a pure, a steadfast and enlightened mind, possessed of strong virtue, could enjoy itself in peace, and smile at the impotent assaults of fortune and the elements. It is within ourselves that misery has fixed its seat. Our disordered hearts, our guilty passions, our violent prejudices and misplaced desires,

are the instruments of the troubles which we endure. These sharpen the darts which adversity would otherwise point in vain against us.

In seasons of distress and difficulty to abandon ourselves to dejection, carries no mark of a great or worthy mind. Instead of sinking under trouble and declaiming that this soul is weary of life, it becomes a wise and good man in the evil day with firmness to maintain his part; to bear up against the storm; to have recourse to those advantages which in the worst of times are always left to integrity and virtue, and never to give up the hope that better days may yet arise.

**Freak Advertisements**

Wanted—A furnished room by an old lady with electric lights.

Wanted—A room by a young gentleman with both kinds of gas.

Wanted—A room by a young gentleman with double doors.

Wanted—A man to take care of horses who can speak German.

Wanted—Saleslady in corsets and underflannels.

Wanted—Ladies to sew buttons on the second story of Smith & Brown building.

Wanted—A dog by a little boy with pointed ears.

Wanted—A nice young man to run a poolroom out of town.

Wanted—a boy who can open oysters with a reference.

Wanted—Experienced nurse for bottled baby.

Wanted—An organist and boy to blow the same.

Wanted—a boy to be inside and partly outside the counter.

Wanted—A room for two young gentlemen about 30 feet long and 20 feet broad.

Wanted—By a respectable girl, her passage to New York, willing to take care of child and a sailor.

Wanted—A furnished room by a lady about 16 feet square.

Wanted—A cow by an old lady with crumpled horns.

For Sale—A farm by an old gentleman without outbuildings.

For Sale—A nice mattress by an old lady full of feathers.

For Sale—A piano by a young lady with mahogany legs who is going abroad in a strong iron frame.

For Sale—A nice large dog, will eat anything, very fond of children.

For Sale—A cottage by a gentleman with a bay window.

For Sale—A parlor suite by an old lady stuffed with hair.

Lost—A green lady's leather pocketbook.

### Decreases in Railway Accidents

A satisfactory decrease in the number of accidents on the railways of the United Kingdom is shown in the report of the Board of Trade, about to be issued. There have been no passengers killed in accidents to trains in which they were traveling during the past year. It may well be said the safest place in the British Isles is in a railway train. The public and the insurance companies are both deeply indebted to the railwaymen, the former for safe transit in all weathers, and the latter from the heavy dividends that result therefrom. We are not quite sure that the public realize their indebtedness to the men employed on the line, and we have yet to learn that the insurance companies have ever passed even a formal vote of thanks to them. Perhaps we expect too much from companies who have no bodies to hurt or souls to save!—*London Railway Review*.

### From European Expansion and East Africa

Germany and Great Britain proceeded to define their respective "spheres of influence" (a term used first at the Berlin conference to denote territory not yet under control but soon to be occupied by a European state) in East Africa in 1886, Germany taking the southern portion from the mouth of Rovuma to the Umba river and England the northern half from the Umba to the Juba river. It was understood that the claims of both states were to extend into the interior as far as Lake Victoria Nyanza; and the correspondence between Lord Salisbury and Baron von Plessen shows that a definite agreement existed to the effect that the Germans were to keep the south of Lake Nyanza in their explorations, and the English north. Thus an area of approximately 200,000 square miles was marked off in the rough for the Kaiser and 170,000 for Great Britain. In 1888 Germany leased the coast strip bordering on her sphere from the Sultan at a yearly rental for fifty years, thus securing seaports and the control of the coast trade. By the Anglo-German agreement of 1890 definite limits were set to the British and German East African Protectorates, Witu, Uganda and Zanzibar being placed under British protection, while Helgoland (in the North Sea) and a large district west and south of Lake Victoria Nyanza passed to Germany.

This treaty aroused the most violent criticism in both countries. The British and German press each tried to prove that their own government had needlessly sacrificed to the other a quarter of the African continent. Yet no better solution of the problem could have been found at the time; and it possessed decided advantages for Great Britain. By generously conceding

one-half of a wild and undeveloped country, difficult and costly to administer, she acquired a good neighbor, relieved her colonial budget of a heavy burden, and closed an intricate and heated controversy. When one recalls the many and serious blunders of the British Foreign Office in its African policy during this period, one feels inclined to regard this treaty as a sudden stroke of real diplomatic genius. It evidently appeared to Bismarck—then out of office—in some such light, for he was most outspoken in his condemnation of the German part of the affair.—By Norman Dwight Harris, in the *September Forum*.

The Pacific Monthly of Portland, Oregon, is a beautifully illustrated monthly magazine. If you are interested in dairying, fruit raising, poultry raising, or want to know about irrigated lands, or free government land open to homestead entry, the Pacific Monthly will give you full information. The price is \$1.50 a year.

If you will send twenty-five cents in stamps, three late issues will be sent you so that you may become acquainted with it.

Send your orders accompanied by postal money order for the amount to the Pacific Monthly, Portland, Oregon.

### "You Can't Lose Me"

At last the origin of the phrase "You can't lose me," has been determined. It is now told of Senator Zach Chandler that once, while on his way to Washington, when the conductor of the train came around for his ticket, the senator searched his pocketbook and lettercase all in vain.

"Have it ready when I get back," said the conductor, as he passed on to other seats.

The senator fumbled in waistcoat, coat and trousers pockets, but to no purpose.

"Did you have it when you got on board?" inquired the impatient conductor, returning.

"Of course I had; this is not my first trip to Washington."

The conductor went off, collected the other tickets and came back again.

"Still looking for it?" said he.

"It is not a ticket, it is a pass," explained the senator.

"Are you sure you had it when you got on the train?" the official again questioned.

"Would I get on the train unless I *knew* I had it?" The senator was beginning to lose his temper over the missing scrap of paper.

"But you could not have lost it."

"Could not have lost it—you don't know me—I lost a bass drum once. There is nothing on earth I cannot lose except myself—you can't lose me."

The conductor passed.—"Affairs at Washington," Joe Mitchell Chapple, in the *National Magazine* for August.

### Traveling by Wheelbarrow

The earl of Ronaldshay, M. P., says that in those parts of China to which the Peking cart has not yet penetrated the wheelbarrow affords an agreeable substitute.

In the province of Ssuch'uan he perceived the leisure classes who do not aspire to the dignity of a chair, being trundled along in these vehicles, the rate of hire being two cash per li, roughly two-thirds of a farthing per mile.

Even in the coast towns, where many forms of conveyance are available, the wheelbarrow finds favor among the lower classes, and in Shanghai he found factory hands wheeled daily to the scene of their labors on barrows of exaggerated size, six men to the barrow, at a contract price of sixty cents (say one shilling two and one-half pence) a man a month—*Travel and Exploration*.

### Hill Offers \$2,500 Prize

James J. Hill, chairman of the board of the Great Northern, has offered \$2,500 in gold as prizes to be awarded for the best grains and grasses grown in the territory along his lines to be exhibited at the National Corn Exposition in Omaha, December 6th to 18th.

The money is to be divided into 200 prizes by Prof. C. P. Bull of the Minnesota Agricultural College and Prof. Thos. Shaw of the Dakota Farmer.

In addition to offering the prize, Mr. Hill will arrange to assist the farmers in getting their exhibits to Omaha.

The contest is an unusual one, because the farmers will not have to compete with those in the old agricultural states, but simply among themselves in the contest for Mr. Hill's prizes will be open only to those living along the Great Northern lines. Besides the prizes are to be offered by states, so Montana, for instance, will not have to compete with the highly developed farms of South Dakota and Minnesota.

### Daily Routine of a Polar Expedition

In an article in the October McClure's Lieutenant Shackleton tells of the daily routine of the expedition he led in search of the South Pole:

"Each day was much like the one that had gone before. We turned out of our sleeping-bags at twenty minutes to five in the morning, and had breakfast—consisting of hoosh, biscuits and cocoa—at six. Tents had to be struck, ponies harnessed, and sledges packed; and then we would start south again, traveling in single file through the soft snow. Each man led a pony and we took turns at traveling in front and breaking the trail. At the end of each hour there would be a five minutes'

spell. We would stop one hour for lunch, and would camp for the night at six p. m., having been nine hours on the march.

"The ponies received first attention when we pitched camp. They were brushed, covered with their cloths, tethered to a steel wire stretched between two sledges, and fed. The pony rations consisted of maize and 'Maujee ration,' a mixture of dried carrots, currants, sugar plasmon, and meat, and they were given ten pounds a day each. Indeed, if a pony showed signs of hunger after having finished his allowance, it was given a little more, for we did not stint the animals at all.

"While the ponies were being 'bedded,' the cook for the week was busy preparing our evening meal. The tents would be pitched, and the cook would take possession of one, which later would have special attractions as a sleeping-tent on account of its comparative warmth. A cooker, filled with snow, would be handed in, and the cook would proceed to make hoosh over one of the Primus stoves.

"The happiest period of the day was when we sat around the stove inside the tent and ate our warm meal, preparatory to creeping into the sleeping-bags, writing up our dairies and notes, and dropping into the deep sleep that is born of utter physical weariness."

### The Consumers' Famous Victory, A. D. '09

"And everybody praised the Duke,  
Who this great fight did win."

"But what good came of it at last?"

Quoth little Peterkin.

"Why, that I cannot tell," said he,

"But 'twas a famous victory."

—Glackens in *Puck*.

### Typewriter Telegraph

The Western Union Telegraph Company has developed a comparatively simple typewriter-telegraph instrument adapted to handle short-distance messages over circuits at present operated by means of the Morse Code. It is now in use on the lines between New York and Newark, a distance of nine miles, and messages are being sent at the rate of forty words a minute.

No punching of paper is required as in other machines of the kind. The sending operator sits before a keyboard like that of a typewriter, and strikes the letters and figures in the same way that a stenographer does. This actuates the corresponding type bars of the machine at the receiving station, automatically printing the message, letter for letter, on the telegraph blanks. Any business office which sends many telegrams can now connect itself to a telegraph office and have its own stenographers send the telegrams direct—*Popular Mechanics*.

### Progress in Cuba

With the beginning of the present fiscal year the Republic of Cuba established a Bureau of Information, President Gomez appointing Leon J. Canova, an American newspaper man, who has resided in Cuba eleven years and has a wide acquaintance with the island, as its director.

Parties wishing information of any nature concerning Cuba can obtain same, free of charge, by writing to Leon J. Canova, U. and I. Bureau, (Utility and Information Bureau) Department of Agriculture, Commerce and Labor, Havana, Cuba.

### Friday Not So Bad

Moscow was burned on Friday.  
Washington was born on Friday.  
Shakespeare was born on Friday.  
America was discovered on Friday.  
Richmond was evacuated on Friday.  
The "Mayflower" landed on Friday.  
The Bastille was destroyed on Friday.  
Queen Victoria was married on Friday.  
Fort Sumter was bombarded on Friday.  
Napoleon Bonaparte was born on Friday.  
Julius Cæsar was assassinated on Friday.  
King Charles I was beheaded on Friday.  
The battle of Marengo was fought on Friday.  
The battle of Bunker Hill was fought on Friday.  
Joan of Arc was burned at the stake on Friday.  
The battle of New Orleans was fought on Friday.  
The Declaration of Independence was signed on Friday.—*McCall's*.

### "Glorious Old Georgia"

The Georgia of today is a wonderful state indeed. While her per capita wealth is not so high as immediately preceding the Civil War—when the negro was not a factor in the civil life—it has increased over a hundred per cent in the last forty years, a truly remarkable showing when it is remembered that in the same period her population has increased over 125 per cent. The assessed value of the taxable property of Georgia for 1908 reached the enormous total of \$700,000,000, which, property seldom being returned at more than sixty per cent of its true value, means that this property has a value of over two billion dollars.

The present actual wealth of the state of Georgia, including taxed and untaxed property, can be placed conservatively at over a billion and a half dollars.

Nothing is so indicative of the prosperity of a people as the number and condition of its banks. In this regard Georgia makes a really remarkable showing, having at the present time a hundred national banks, with a paid-up capital of nine and a half million dollars and deposits aggregating

thirty millions, and 468 state banks with a paid-up capital of nearly ten million dollars and deposits of forty-seven millions. The state banks alone show an increase of 239 per cent in number over 1900. During the eight years from 1900 to 1908, the bank deposits of Georgia increased 159 per cent, as against 129 per cent for the southern states, twenty per cent for New England, twenty-nine per cent for the eastern states, and thirty-eight per cent for the entire country. In the panic of 1907-8 she had only one national and two bank failures, with every outstanding obligation secured. Few of her banks, even, had to call on the New York banks for assistance, having sufficient reserves to meet any emergency.

Her banking institutions are sound and conservative. Savannah has had no bank failure in forty years, and what is true of that beautiful city may be said of almost every important town in the state.

The bonded debt of Georgia, which amounts to seven million dollars, is being slowly but consistently wiped out, over two hundred thousand dollars being annually applied to its reduction—*Garnaut Agassiz, in the National Magazine for August*.

### Mother's Almanac

I tell you when it comes to dates,  
My mother's just the boss!  
She tells me all I want to know  
'Thout ever gettin' cross.

You'd think she'd get mixed up sometimes;  
At school I know I do—  
'Bout Washington and Plymouth Rock,  
And 1492.

But mother says: The war with Spain  
Was fought in '98,  
The year you all had chicken pox,  
Exceptin' Sister Kate.

"The Boer war in Africa—  
That was a dreadful thing—  
Began in '99, I know,  
For Jack was born that spring.

"In '98 the Spanish ships  
Were sunk in Cuba channels,  
'Twas summer, for you children had  
Just changed your winter flannels.

"In 1904, my dear,  
The Russians fought the Japs,  
That year was very cold, and you  
Had chilblains and the chaps."

There's six of us, and we're mixed up  
With hist'ry just that way.  
Sometimes its measles, croup or mumps,  
But there's no date that ever stumps  
My mother, night or day.

—*Lippincott's Magazine*.

**Meant to be Funny****Answered**

"What happens when a man's temperature goes down as far as it can go?"  
 "He has cold feet, ma'am."—*Christian Register*.

**A Proviso**

Bride—"Here is a telegram from papa."  
 Bridegroom (eagerly)—"What does he say?"

Bride (reads)—"Do not return and all will be forgiven."—*Chicago Record-Herald*.

**Very Unusual**

First Physician—"Any unusual symptoms about that last case of yours?"

Second Physician—"Yes, he paid me fifty dollars on account yesterday."—*Jewish Ledger*.

**Mind-Reading**

Charlie Loveday—"Um—ah—er—er—er! He! he—"

Jeweler (to his assistant)—"Bring that tray of engagement rings here, Henry."—*Tit-Bits*.

**Impossible**

"But why don't you believe that I have a friend who is much more beautiful than I am?"

"Because it is impossible that she should be your friend if she is really more beautiful than you."—*Comic Cuts*.

**Fruitless Fame**

"What is your member of Congress noted for?"

"Well," answered Farmer Cornlossel, "around here he's mostly noted for arguments that won't go down and seeds that won't come up."—*Washington Star*.

**A Proviso**

Lady—"Will you send this rug on approval?"

Salesman—"Certainly, ma'am."

Little Girl (who is with her mother)—"Haden't you better tell him to be sure and get it there on time, mamma? You know we give the party tomorrow night."—*Life*.

**Secrets**

"I'm sure," said the interviewer, "the public would be interested to know the secret of your success."

"Well, young man," replied the captain of industry, "the secret of my success has been my ability to keep it a secret."—*Sacred Heart Review*.

**Why Not?**

Mother—"Just run upstairs, Tommy, and fetch baby's nightgown."

Tommy—"Don't want to."

Mother—"Oh, well, if you're going to be unkind to your new little sister, she'll put on her wings and fly back to heaven."

Tommy—"Then let her put on her wings and fetch her nightgown."—*Technical World*.

**National Vitality**

National efficiency depends partly on natural resources, partly on the integrity of social institutions, partly on human vitality, and is a reaction against the old fantastic creed that deaths inevitably occur at a constant rate. The new motto is Pasteur's, "It is within the power of man to rid himself of every parasitic disease." Longevity varies in different times and places. The average length of life in Denmark and Sweden exceeds fifty years; in India it falls short of twenty-five. In Europe it has increased in 350 years from less than twenty to over forty years. In Massachusetts, in less than half a century, it has increased five years. As longevity increases, mortality decreases. The death rate in the "registration area" of the United States is 16.5 per thousand; in India it is about 42 per thousand. In European cities it varies from 16 to 40. The death rate has been decreasing during several centuries. In the seventeenth and eighteenth centuries it was 40 to 50, and during the past periods rose as high as 80. It is now 15. In Havana the death rate after American occupation fell from over 50 to about 20. The greatest reductions have been effected among children. The mortality beyond the age of 50 years has remained stationary. Special diseases have decreased, such as tuberculosis, which is now one-third as prevalent as two generations ago; typhoid fever, which in Munich, after the elimination of cess pools, decreased 97 per cent, and in Lawrence, Mass., after the introduction of a public water filter, decreased over 80 per cent. Smallpox has practically disappeared since vaccination was employed and yellow fever since its mosquito origin has been known.—*American Health Magazine*.

**ST. CHARLES HOTEL**

HOT SPRINGS, ARK.

**Special Rates to Railroad Men.**

Elevator and all Modern Conveniences. Three Bath Houses within a block of Hotel.

**H. DOUGHERTY,**

Retired R. R. Man, Owner-Proprietor.

Write for Information.

# Mortuary Record

- BROOKS—Brother H. H. Brooks, Division 218, Savannah, Ga.  
BOWLES—Brother G. L. Bowles, Division 323, Columbia, S. C.  
BRIDGES—Brother J. C. Bridges, Division 208, Charleston, S. C.  
BOUSE—Brother N. Bouse, Division 40, St. Paul, Minn.  
CAMERON—Brother W. H. Cameron, Division 185, Selma, Ala.  
ELLETT—Brother W. W. Ellett, Division 349, Crewe, Va.  
FAULKNER—Brother F. G. Faulkner, Division 450, Alexandria, Va.  
GEHMAN—Brother F. L. Gehman, Division 356, Great Falls, Mont.  
GORDON—Brother J. F. Gordon, Division 138, Garrett, Ind.  
HEFFERNAN—Brother E. S. Heffernan, Division 7, Houston, Tex.  
JEFFERSON—Brother W. A. Jefferson, Division 204, Philadelphia, Pa.  
KELLY—Brother W. H. Kelly, Division 318, Asheville, N. C.  
KELLY—Brother W. P. Kelly, Division 436, Chihuahua, Mex.  
KELLY—Brother J. J. Kelly, Division 28, Atchison, Kans.  
KESSNER—Brother J. B. Kessner, Division 418, Princeton, Ind.  
MARSHALL—Brother B. S. Marshall, Division 530, W. Philadelphia, Pa.  
MALOY—Brother J. Maloy, Division 43, E. Syracuse, N. Y.  
MILLER—Brother T. Miller, Division 494, Windsor, Ont.  
MCCAMANT—Brother W. A. McCamant, Division 69, El Paso, Tex.  
MCCOY—Brother G. C. McCoy, Division 342, Junction City, Kans.  
NUEMAKER—Brother D. Nuemaker, Division 278, Dennison, Ohio.  
NICHOLS—Brother E. R. Nichols, Division 232, Sioux City, Iowa.  
PERRY—Brother H. B. Perry, Division 294, Trenton, N. J.  
POWELL—Brother P. A. Powell, Division 329, Springfield, Ohio.  
POWELL—Brother R. A. Powell, Division 98, Montgomery, Ala.  
ROOS—Brother G. J. Roos, Division 286, Ft. William, Ont.  
ROWDEBUCK—Brother R. A. Rowdebuck, Division 204, Philadelphia, Pa.  
SWEENEY—Brother A. R. Sweeney, Division 140, Hinton, W. Va.  
SEALE—Brother T. B. Seale, Division 196, Jacksonville, Fla.  
SCANLON—Brother R. E. Scanlon, Division 256, Smithville, Tex.  
SEPTER—Brother T. L. Septer, Division 532, San Rafael, Calif.  
WELLS—Brother W. T. Wells, Division 196, Jacksonville, Fla.  
WILDONER—Brother W. W. Wildoner, Division 65, Pittston, Pa.  
WILT—Brother J. W. Wilt, Division 181, Chillicothe, Ohio.
- 
- BAIR—Mother of Brother E. L. Bair, Division 364, Oakland, Calif.  
KEELER—Son of Brother J. W. Keeler, Division 119, Ft. Wayne, Ind.  
McNABB—Sister of Brother A. R. McNabb, Division 139, Knoxville, Tenn.  
REHBEIN—Wife of Brother J. Rehbein, Division 360, Two Harbors, Minn.  
RICHARDS—Brother of Brother A. F. Richards, Division 139, Knoxville, Tenn.  
SPERRY—Brother of Brother C. A. Sperry, Division 238, Laredo, Mo.  
WALLER—Brother of Brother E. R. Waller, Division 40, St. Paul, Minn.  
YOUNG—Mother of Brother R. E. Young, Division 92, Terre Haute, Ind.

# THE RAILWAY CONDUCTOR

## ORDER OF RAILWAY CONDUCTORS OF AMERICA

### General Information Relative to Mutual Benefit Dept.

Assessment No. 507 is for death of J. F. Robinson, September 23, 1909. See Article 13, Laws Governing Mutual Benefit Department.

#### BENEFITS PAID FROM AUGUST 1 TO AUGUST 31, 1909

Ben. No.	NAME	DIV.	CERT. NO.	SERIES	AMOUNT	FOR	CAUSE
5487	John McGill	111	4048	A	\$ 10.0	Death	R. R. Accident
5488	C. H. Dascomb	287	4346	A	1000	Death	Terminal Dementia
5489	D. O. Doyle	507	3955	A	1000	Death	R. R. Accident
5490	C. A. Adams	508	8134	B	2000	Death	R. R. Accident
5491	J. D. Hamline	83	4593	B	2000	Death	Disease of Heart
5492	G. H. Bond	419	14637	B	2000	Death	R. R. Accident
5493	H. Hinkins	423	8480	B	2000	Death	R. R. Accident
5494	Geo. F. McIntosh	124	1103	C	3000	Death	General Paralysis
5495	M. P. Crosette	293	9079	B	2000	Death	Bright's Disease
5496	J. N. Lovell	48	3520	C	3000	Death	Valvular Disease of heart
5497	J. C. Jennings	210	13488	A	1000	Death	Pistol shot wound
5498	L. D. Taylor	140	5724	B	2000	Death	Accident
5499	F. H. Shields	31	8450	A	1000	Death	Apoplexy
5500	G. C. Dunnlap	205	10462	A	1000	Death	Chronic Interstitial Nephritis
5501	A. J. Andrews	404	2164	B	2000	Death	Dilatation of heart
5502	C. M. C. Kelley	524	74	B	2000	Death	Chronic Interstitial Nephritis
5503	L. H. Vaughan	312	6613	A	1000	Death	Diabetes and Tuberculosis
5504	Luther Bush	421	7143	C	3000	Death	Septicemia
5505	R. M. Scultz		1504	B	2000	Death	Cerebral Hemorrhage
5506	H. L. Grimshaw	478	704	B	2000	Death	Insolation
5507	Wayne D. Burr		4242	C	3000	Death	Internal Hemorrhage
5508	R. McCormick	359	4301	A	1000	Dis.	Loss of Foot
5509	C. E. Howard	46	1775	B	2000	Death	Cancer of Larynx
5510	J. F. McKiernan	257	7604	B	2000	Death	Apoplexy
5511	W. E. Kinser	185	70	A	1000	Death	Typhoid Fever
5512	T. Jannison	242	5601	A	1000	Death	Accidentally drowned
5513	T. H. Dox	373	1183	A	1000	Death	General Peritonitis
5514	L. C. Perine	174	1391	C	3000	Death	Cancer of stomach and liver
5515	J. L. L. Noel	130	7190	B	2000	Death	Bright's Disease
5516	E. J. Hughes	41	12291	B	2000	Death	General Paralysis
5517	C. J. Grimsley	386	3630	C	3000	Death	Typhoid Fever
5518	W. A. Hunter	336	4470	A	1000	Death	Cancer of liver
5519	Henry Parker	41	5130	B	2000	Death	Cerebral Embolism
5520	R. J. McNe-ley	36	6053	A	1000	Death	Drowning
5521	Fred Nash	421	12510	A	1000	Death	Peritonitis

#### NUMBER OF MEMBERS ASSESSED

Series A, 13,532; Series B, 17,251; Series C, 8,277; Series D, 374; Series E, 53. Amount of Assessment No. 507, \$74.626.

#### FINANCIAL STATEMENT

Received on Mortuary Assessment to August 31, 1909.....	\$11,801.845.15
Received on Reserve Fund Assessment to August 31, 1909.....	681,443.14
Received on Expense Assessment to August 31, 1909.....	123,155.80
Received on Applications, etc., to August 31, 1909.....	187,761.14
	<b>\$12,794.205.23</b>
Total Amount of Benefits paid to August 31, 1909.....	\$11,242,567.00
Total Amount of Expenses paid to August 31, 1909.....	302,711.02
To the Credit of Mortuary Fund, August 31, 1909.....	559,278.15
To the Credit of Reserve Fund, August 31, 1909.....	681,443.14
To the Credit of Expense Fund, August 31, 1909.....	8,205.92
	<b>\$12,794.205.23</b>

#### EXPENSES PAID DURING AUGUST

Sundry Expense, \$248.20; Postage, \$401.00; Stationery and Printing, \$312.65; Salary, \$960.75; Fees returned, \$13.00; Rent, \$500.

**W. J. MAXWELL, Secy.**

# Location and Number of Divisions by States and Provinces.

<b>ALABAMA.</b>		Chicago.....293	Louisville.....89	St. Joseph.....141	<b>N. DAKOTA.</b>		Sunbury.....187	Keyser.....97
Birmingham.....186	Chillicothe.....222	Ludlow.....513	Ludlow.....513	St. Louis.....3	Endlerlin.....453	Tamaqua.....23	Martinsburg.....223	
Birmingham.....334	Clinton.....400	Paducah.....290	Paducah.....290	Thayer.....358	Jamestown.....72	Tyrone.....51	Parkersburg.....223	
Mobile.....310	Danville.....127	Paris.....486	Paris.....486	Trenton.....42	Grand Forks.....178	West Phila.....530	Princeton.....551	
Montgomery.....98	Decatur.....74	Russellville.....444	Russellville.....444	Minot.....483	Wilkes-Barre.....160	Weston.....564	Weston.....564	
Selma.....185	E. St. Louis.....386				Youngwood.....309	Wheeling.....403	Wheeling.....403	
Tusculum.....248	Effingham.....327							
<b>ARIZONA.</b>		Flora.....533	<b>LOUISIANA.</b>		<b>OHIO.</b>		<b>R. ISLAND</b>	
Douglas.....474	Freeport.....235	Galesburg.....83	Lafayette.....383	Glendive.....191	Alliance.....177	Providence.....370	Abbottford.....21	
Prescott.....493	Galesburg.....83	Joliet.....377	Havre.....272	Great Falls.....356	Ashtabula.....73	Antigo.....21	Antigo.....21	
Tucson.....313	Kankakee.....118	Ladd.....548	Livingston.....371	Havre.....272	Bellevue.....134	Ashland.....62	Ashland.....62	
Winslow.....85	Ladd.....548	Mattoon.....101	Miles City.....528	Livingston.....371	Bellevue.....134	Baraboo.....62	Baraboo.....62	
<b>ARKANSAS.</b>		Monmouth.....406	Missoula.....243	Livingston.....371	Bellevue.....134	Bond du Lac.....24	Bond du Lac.....24	
Eldorado.....525	Monmouth.....406	Mt. Carmel.....308	Three Forks.....529	Livingston.....371	Bellevue.....134	Green Bay.....24	Green Bay.....24	
Eureka Spr.....228	Mt. Carmel.....308	Murphysboro.....501	Whitefish.....414	Livingston.....371	Bellevue.....134	Green Bay.....24	Green Bay.....24	
Ft. Smith.....425	Peoria.....79	Peoria.....79		Livingston.....371	Bellevue.....134	Green Bay.....24	Green Bay.....24	
Hoxie.....534	Rock Island.....106	Peoria.....79		Livingston.....371	Bellevue.....134	Green Bay.....24	Green Bay.....24	
Little Rock.....131	Roodhouse.....97	Peoria.....79		Livingston.....371	Bellevue.....134	Green Bay.....24	Green Bay.....24	
Mena.....380	Savanna.....78	Peoria.....79		Livingston.....371	Bellevue.....134	Green Bay.....24	Green Bay.....24	
Pine Bluff.....251	Salem.....409	Peoria.....79		Livingston.....371	Bellevue.....134	Green Bay.....24	Green Bay.....24	
Texasiana.....59	Springfield.....206	Peoria.....79		Livingston.....371	Bellevue.....134	Green Bay.....24	Green Bay.....24	
Van Buren.....269	Villa Grove.....509	Peoria.....79		Livingston.....371	Bellevue.....134	Green Bay.....24	Green Bay.....24	
<b>CALIFORNIA.</b>			<b>MAINE.</b>		<b>NEBRASKA.</b>		<b>S. DAKOTA.</b>	
Dunsmuir.....518	Anderson.....387	Brazil.....547	Bangor.....403	Alliance.....427	Chillicothe.....181	Abbeville.....258	Madison.....11	
Fresno.....412	Brasil.....547	Elkhart.....19	Portland.....66	Chadron.....173	Cincinnati.....107	Huron.....121	Madison.....11	
Kern City.....404	Elkhart.....19	Elkville.....157		Fairbury.....343	Cleveland.....14		Madison.....11	
Los Angeles.....111	Elkville.....157	Frankfort.....254		Fairbury.....343	Cleveland.....14		Madison.....11	
Los Angeles.....470	Frankfort.....254	Frankfort.....254		Fairbury.....343	Cleveland.....14		Madison.....11	
Los Angeles.....503	Frankfort.....254	Frankfort.....254		Fairbury.....343	Cleveland.....14		Madison.....11	
Needles.....282	Frankfort.....254	Frankfort.....254		Fairbury.....343	Cleveland.....14		Madison.....11	
Oakland.....364	Frankfort.....254	Frankfort.....254		Fairbury.....343	Cleveland.....14		Madison.....11	
Sacramento.....195	Frankfort.....254	Frankfort.....254		Fairbury.....343	Cleveland.....14		Madison.....11	
San Bernardino.....392	Frankfort.....254	Frankfort.....254		Fairbury.....343	Cleveland.....14		Madison.....11	
San Francisco.....115	Frankfort.....254	Frankfort.....254		Fairbury.....343	Cleveland.....14		Madison.....11	
San Luis.....440	Frankfort.....254	Frankfort.....254		Fairbury.....343	Cleveland.....14		Madison.....11	
San Rafael.....532	Frankfort.....254	Frankfort.....254		Fairbury.....343	Cleveland.....14		Madison.....11	
<b>COLORADO.</b>			<b>MARYLAND.</b>		<b>NEVADA.</b>		<b>TENNESSEE.</b>	
Alamosa.....441	Baltimore.....5	Baltimore.....5	Baltimore.....5	Atlantic City.....446	Newark.....166	Chattanooga.....148	Chattanooga.....148	
Ganon City.....375	Baltimore.....5	Baltimore.....5	Baltimore.....5	Camden.....170	Portsmouth.....351	Etowah.....485	Etowah.....485	
Golo Spr'gs.....245	Baltimore.....5	Baltimore.....5	Baltimore.....5	Elizabeth.....307	Springfield.....329	Etowah.....485	Etowah.....485	
Durango.....63	Baltimore.....5	Baltimore.....5	Baltimore.....5	Hoboken.....291	Toledo.....289	Etowah.....485	Etowah.....485	
Denver.....44	Baltimore.....5	Baltimore.....5	Baltimore.....5	Jersey City.....169	Wellsville.....289	Etowah.....485	Etowah.....485	
Grand Junction.....325	Baltimore.....5	Baltimore.....5	Baltimore.....5	Jersey City.....490	Youngstown.....270	Etowah.....485	Etowah.....485	
Leadville.....252	Baltimore.....5	Baltimore.....5	Baltimore.....5	Paterson.....174	OKLAHOMA.	Etowah.....485	Etowah.....485	
Pueblo.....36	Baltimore.....5	Baltimore.....5	Baltimore.....5	Phillipsburg.....37	El Reno.....257	Etowah.....485	Etowah.....485	
Salida.....132	Baltimore.....5	Baltimore.....5	Baltimore.....5	Trenton.....294	Enid.....468	Etowah.....485	Etowah.....485	
Trinidad.....247	Baltimore.....5	Baltimore.....5	Baltimore.....5	Weehawken.....312	Haystack.....394	Etowah.....485	Etowah.....485	
<b>CONNECTICUT.</b>			<b>MICHIGAN.</b>			Haystack.....394	Etowah.....485	Etowah.....485
Hartford.....50	Rattle Creek.....6	Rattle Creek.....6	Rattle Creek.....6	Atlantic City.....446	Hugo.....555	Etowah.....485	Etowah.....485	
New Haven.....317	Detroit.....48	Detroit.....48	Detroit.....48	Camden.....170	Muskogee.....556	Etowah.....485	Etowah.....485	
New London.....500	E. Saginaw.....192	E. Saginaw.....192	E. Saginaw.....192	Elizabeth.....307	N. McAlester.....558	Etowah.....485	Etowah.....485	
<b>DELEWARE.</b>				Hoboken.....291	Ok'mac'y.....476	Etowah.....485	Etowah.....485	
Wilmington.....224	Ionian.....385	Ionian.....385	Ionian.....385	Jersey City.....169	Sapulpa.....415	Etowah.....485	Etowah.....485	
<b>DIST. OF COL.</b>				Jersey City.....490	Shawnee.....616	Etowah.....485	Etowah.....485	
Washington.....378	Marquette.....240	Marquette.....240	Marquette.....240	Paterson.....174		Etowah.....485	Etowah.....485	
<b>FLORIDA.</b>				Phillipsburg.....37		Etowah.....485	Etowah.....485	
Jacksonville.....196	St. Ste. Marie.....429	St. Ste. Marie.....429	St. Ste. Marie.....429	Trenton.....294		Etowah.....485	Etowah.....485	
Lakeland.....458	W. Bay City.....306	W. Bay City.....306	W. Bay City.....306	Weehawken.....312		Etowah.....485	Etowah.....485	
Miami.....550						Etowah.....485	Etowah.....485	
Pensacola.....365						Etowah.....485	Etowah.....485	
<b>GEORGIA.</b>						Etowah.....485	Etowah.....485	
Americus.....538						Etowah.....485	Etowah.....485	
Atlanta.....180						Etowah.....485	Etowah.....485	
Atlanta.....457						Etowah.....485	Etowah.....485	
Augusta.....202						Etowah.....485	Etowah.....485	
Cedartown.....482						Etowah.....485	Etowah.....485	
Columbus.....71						Etowah.....485	Etowah.....485	
Fitzgerald.....506						Etowah.....485	Etowah.....485	
Macon.....123						Etowah.....485	Etowah.....485	
Manchester.....546						Etowah.....485	Etowah.....485	
Savannah.....218						Etowah.....485	Etowah.....485	
Waycross.....311						Etowah.....485	Etowah.....485	
<b>IDAHO.</b>						Etowah.....485	Etowah.....485	
Pocatello.....209						Etowah.....485	Etowah.....485	
<b>ILLINOIS.</b>						Etowah.....485	Etowah.....485	
Alton.....388						Etowah.....485	Etowah.....485	
Aurora.....96						Etowah.....485	Etowah.....485	
Bloomington.....87						Etowah.....485	Etowah.....485	
Blue Island.....41						Etowah.....485	Etowah.....485	
Carbondale.....549						Etowah.....485	Etowah.....485	
Centralia.....112						Etowah.....485	Etowah.....485	
Champaign.....459						Etowah.....485	Etowah.....485	
Chicago.....1						Etowah.....485	Etowah.....485	
Chicago.....113						Etowah.....485	Etowah.....485	

# Order of Railway Conductors--Directory

## OFFICERS OF THE GRAND DIVISION.

A. B. GARREYSON, President	Cedar Rapids, Iowa.
L. E. SHEPPARD, Senior Vice-President	Cedar Rapids, Iowa.
W. J. MAXWELL, Grand Secretary and Treasurer	Cedar Rapids, Iowa.
E. P. CURTIS, Vice-President	Smithville, Texas.
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S. N. BERRY, Vice-President, 53 Beatrice street	Toronto, Ontario.
F. A. GREGG, Vice-President, 1201 Patterson avenue	Roanoke, Va.
T. J. BRADFORD, Grand Inside Sentinel, 273 Central street	Manchester, N. H.
B. H. HARBIN, Grand Outside Sentinel, Hotel Roosevelt	Monterey, Mexico.

## TRUSTEES.

C. D. BAKER, Chairman, 23 Benedict street, Somerville, Mass.	
J. E. ARCHER, The Plymouth, 1236 11th street, N. W., Washington, D. C.	
J. D. CONDIT, 419 Sixth street, south, Minneapolis, Minn.	

## INSURANCE COMMITTEE.

WM. J. DURBIN, Chairman, 3326 Cedar street, Milwaukee, Wis.	
W. H. INGRAM, St. Thomas, Ont.	C. E. WHITNEY, 916 S. Vermont St., Sedalia, Mo.

C. Chief Conductor. S. Secretary. Names in *italic type* are Cipher Correspondents.  
Postoffice address of Division officers is same as location of Division, unless otherwise noted.

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| <p>1—CHICAGO, Chicago, Ill., 1st &amp; 3d Sun., 2 p. m., Commandery hall, 18th floor Masonic Temple.</p> <p>C. A. Finney, 7245 Jackson av...C<br/>G. M. Baldwin, 3833 Vincennes ave. Acting.....S</p> <p>2—BUFFALO, Buffalo, N. Y., 1st, 3d &amp; 4th Sun., 2 p. m., A. O. U. W. hall.</p> <p>O. D. France, 62 Glenwood...C<br/>A. Keating, 458 S. Division st.S</p> <p>3—ST. LOUIS, St. Louis, Mo., 2d &amp; 4th Sun., 1:30 p. m., Park &amp; Jefferson aves.</p> <p>E. E. Williams, Kirkwood, Mo.C<br/>Jno. J. Murphy, Webster Groves, Mo. ....S</p> <p>4—MARSHALL, Okaloosa, Ia., 1st &amp; 3d Mon., 7:30 p. m., Foresters' hall.</p> <p>Geo. W. Russell, 523 N. B st..C<br/>J. W. Shreve, 631 N. C st....S</p> <p>5—COLLINS, Baltimore, Md., 1st &amp; 3d Sun., 2 p. m., Sunnonburg hall.</p> <p>Theo. Shafer, 723 Canton st..C<br/>F. F. Hoffmeyer, 1722 Wilkens.S</p> <p>6—BATTLE CREEK, Battle Creek, Mich., every Wed., 2 p. m., K. O. T. M. hall.</p> <p>A. E. Shepard, 29 N. Union st.C<br/>M. H. Chadwick, 91 S. Monroe.S</p> <p>7—HOUSTON, Houston, Tex., every Mon., 2 p. m., K. of P. hall, 113 1/2 Main st.</p> <p>Thos. D. McDonald, 2802 ave. H., Galveston, Tex.....C<br/>J. M. Ramsey, 3701 Barnes st.S</p> <p>8—ROCHESTER, Rochester, N. Y., 1st &amp; 3d Sun., 3 p. m., Reynolds' Arcade hall.</p> <p>F. T. Everett, 24 Arlington st..C<br/>J. O. Spelman, 83 Clifton st..S</p> <p>9—ELMIRA, Elmira, N. Y., 2d &amp; 4th Sun. 3 p. m., I. O. O. F. Temple.</p> <p>Thos. Lynch, 357 1/2 W. Clinton.C<br/>G. W. Grantier, 460 South ave..S</p> <p>10—SOUTHERN TIER, Sayre, Pa., 1st &amp; 3d Sun., 7:30 p. m., Trainmen's hall.</p> <p>F. D. Gillen, 446 E. Chemung st., Waverly, N. Y.....C<br/>M. O'Brien, 125 Park Place, Wav ly, N. Y.....S</p> | <p>11—NEWTON, Newton, Kans., 1st &amp; 3d Sun., 2 p. m., K. P. hall, corner 5th &amp; Main.</p> <p>E. H. Kitching, 401 E. 2d st..C<br/>J. McCabe, 616 E. 4th st.....S</p> <p>12—LACKAWANNA, Scranton, Pa., 2d &amp; 4th Sun., 2:15 p. m., German Odd Fellows' hall.</p> <p>Daniel Howley, 320 R. R. ave..C<br/>Geo. Frounfelter, 1137 Rock st.S</p> <p>13—UNION, St. Thomas, Ont., 2d &amp; 4th Sun., 2 p. m., B. of L. E. hall, 559 Talbot st.</p> <p>Pat Handley, 29 Alma st....C<br/>John MacKensie, 50 Gladstone.S</p> <p>14—CLEVELAND, Cleveland, O., 2d &amp; 4th Sun., 2 p. m., Pythian Temple, Huron Road.</p> <p>W. C. Aldrich, 2924 E 72d st..C<br/>J. H. Archer, 5228 Lake Shore Blvd., Collinwood, O.....S</p> <p>15—STRATFORD, Stratford, Ont., 2d &amp; 4th Sun., 2:30 p. m., Societies hall.</p> <p>R. D. Hushin, 137 Nile st....C<br/>M. T. Buchanan, 37 Milton st.S</p> <p>16—LONDON, London, Ont. 1st &amp; 3d Sun., 2 p. m., K. P. hall.</p> <p>B. W. Bennett, 386 York St..C<br/>H. J. Heath, Hyde Park, Ont..S</p> <p>17—TORONTO, Toronto, Ont., 1st &amp; 3d Sun., 2:30 p. m., Occident hall, Queen &amp; Bathurst.</p> <p>John Buller, 7 Classic ave....C<br/>A. Riley, 706 Markham st.....S<br/>Wm. J. Gray, 95 Kenilworth</p> <p>18—MAGNOLIA, Temple, Tex., every Mon., 3 p. m., O. R. C. hall.</p> <p>R. E. Kilpatrick, 114 N. 7th..C<br/>H. W. Smith, 515 N. 1st st....S</p> <p>19—ELKHART, Elkhart, Ind., 2d &amp; 4th Sun., 2 p. m., McKean hall, 415 S. Main st.</p> <p>W. H. Darling, 401 Vistula st.C<br/>F. H. Conboy, 909 S. 3d st....S</p> <p>20—GARFIELD, Collinwood, O., 1st &amp; 3d Sun., 2 p. m., K. P. hall.</p> <p>J. H. Berger, 923 Manning...C<br/>R. W. Pierce, 899 Manning...S</p> <p>21—CRESTON, Creston, Ia., 2d &amp; 4th Sun., 2 p. m., Potter Post hall.</p> <p>W. H. Longstreet, 301 S. Birch st. ....C<br/>J. T. Reynolds, 213 Adams st..S</p> | <p>22—MASON CITY, Sanborn, Ia., 1st Sun., 10:30 a. m., 3d Sun., 2 p. m., I. O. O. F. hall.</p> <p>Geo. N. McCulloch.....C<br/>J. L. Sullivan, box 28.....S</p> <p>23—SYLVANIA, Tamaqua, Pa., 1st &amp; 3d Sun., 1:30 p. m., I. O. O. F. hall.</p> <p>W. E. Houser, 119 Pine st...C<br/>R. J. Kantner, 155 Orwigsburg st. ....S</p> <p>24—ST. ALBANS, St. Albans, Vt., 1st &amp; 3d Sun., 2:30 p. m., Morten's hall, Main St.</p> <p>James O'Hear, High st.....C<br/>H. N. Lampman, 5 Cedar st..S</p> <p>25—MAPLE CITY, Ogdensburg, N. Y., 1st &amp; 3d Sun., 1 p. m., Maccabee hall.</p> <p>E. A. Prichard, 103 Montgomery st. ....C<br/>Jas. Baldwin, 91 Knox st....S</p> <p>26—TOLEDO, Toledo, Ohio, 2d &amp; 4th Sun., 2 p. m., Pythian Castle, Jefferson &amp; Ontario.</p> <p>A. B. Jones, 1672 Western ave..C<br/>H. C. Hatcher, 510 Cherry st.S</p> <p>27—ARNUM, Hamilton, Ont., 1st &amp; 3d Sun., 2:30 p. m., A. O. U. W. hall.</p> <p>Jas. McMahon, 198 Gibson ave..C<br/>A. Cameron, 297 York st.....S<br/>J. E. Oldfield, 150 Catherine st.</p> <p>28—CARVER, Atchison, Kans., 2d &amp; 4th Sun., 2:30 p. m., Masonic hall, 6th &amp; Commercial.</p> <p>James J. Kelly, 1101 N. 5th...C<br/>H. P. Ming, 428 S. 4th st....S</p> <p>29—RANDOLPH, Ottawa, Ont., 2d &amp; 4th Sun., 2 p. m., Victoria hall, Albert st.</p> <p>D. W. Brown, 31 Florence st..C<br/>J. B. Morris, 305 Bronson ave..S</p> <p>31—STAR, Burlington, Iowa, 1st &amp; 3d Sun., 2:15 p. m., W. O. W. hall, Washington &amp; 4th sts.</p> <p>J. P. O'Keefe, 1003 Summer..C<br/>R. W. Robinson, 126 Marietta.S</p> <p>32—KEYSTONE, Meadville, Pa., every Sun., 3 p. m., I. O. O. F. temple, Center st.</p> <p>D. B. Coyle, 1219 Park ave...C<br/>W. B. Greene, 111 Pine st....S</p> |
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33—CLINTON, Clinton, Iowa, 1st & 3d Mon., 2 p. m., K. P. hall.  
 Thos. Gavin, 103 N. 3d st....C  
 N. J. Oakes, 411 8th ave.....S  
 Geo. H. Steele, 317 8th ave.

34—BOONE, Boone, Iowa, 2d Mon. & 4th Tues., 1:30 p. m., K. P. hall.  
 S. M. Wooster, 12th st.....C  
 Jas. H. Driscoll.....S  
 J. H. Phillips, 212 Benton st.

35—NORTH PLATTE, North Platte, Neb., 2d & 4th Mon., 2 p. m., K. P. hall.  
 S. C. McComber.....C  
 E. G. Weston, 703 E. 4th st....S

36—ARKANSAS VALLEY, Pueblo, Colo., every Sun. 2 p. m., Amherst bldg., 2d & Main st.  
 C. A. Black, 302 Center st....C  
 W. P. Hastings, care Crews-Beggs D. G. Co.....S

37—DELAWARE, Phillipsburg, N. J., 1st & 3d Sun., 2 p. m., Oxygia hall, Hanover st.  
 William F. Amey, 30 Market...C  
 C. Fishbough, 55 Bennett st....S

38—DES MOINES, Des Moines, Iowa, 1st & 3d Sun., 10 a. m., I. O. O. F. hall, 615 Locust st.  
 E. G. Potter, 1149 19th st....C  
 J. C. Walker, 418 4th st.....S

39—HANNIBAL, Hannibal, Mo., 1st & 3d Sun., 2:30 p. m., K. P. hall, No. 5, Broadway.  
 L. G. Minor, 216 4th S. S....C  
 G. E. Kenning, 1002 Union st., acting.....S

40—ST. PAUL, St. Paul, Minn., 1st & 3d Sun. 3 p. m., K. of C. hall, 409 Cedar st.  
 C. M. Fitzgerald, 754 Laurel...C  
 H. A. Bastier, 352 Moore blk....S

41—MAJOR MORRIS, Blue Island, Ill., 2d & 4th Sun., 10 a. m., Masonic hall.  
 E. B. Morrill, 7627 Eggleston ave., Chicago, Ill.....C  
 E. W. Dea, 7509 Goldsmith ave., Chicago, Ill.....S

42—TRENTON, Trenton, Mo., 1st & 3d Sun., 2 p. m., I. O. O. F. hall, 415 Water st.  
 Mc W. Williams, 711 Prospect.C  
 H. Ginn, 401 Cedar st.....S

43—CENTRAL, E. Syracuse, N. Y., 1st & 3d Sun., 2:30 p. m., 2d & 4th Mon., 8 p. m., B. R. T. hall.  
 E. W. Tillotson.....C  
 M. E. Sarr.....S

44—DENVER, Denver, Colo., Mon., 2 p. m., Odd Fellows' hall, 1543 Champa st, 3d floor.  
 W. S. Ammon, 545 S. Washington st. ....C  
 F. D. Elliott, 422 Exchange bldg. ....S

45—CHAPMAN, Oneonta, N. Y., 2d & 4th Sun., 2:30 p. m., Willen Bank, Main st.  
 Wm. Murray, 19 Otsego st....C  
 F. W. Miller, 17 River st.....S

46—MILWAUKEE, Milwaukee, Wis., 1st & 3d Sun., 2 p. m., 623 Grand ave.  
 J. C. Cummings, 110 18th st...C  
 F. J. Vebber, 694 Cramer st....S

47—NORTH STAR, Winnipeg, Man., 2d & 4th Sun., 14 k. Commercial Travelers' hall.  
 H. E. Barker, 511 Gertrude...C  
 T. F. Glenwright, 692 Lang-side st. ....S

48—DETROIT, Detroit, Mich., 1st & 3d Sun., 2 p. m., Golden hall, 32 Michigan ave.  
 Geo. H. Lyon, 153 Willis ave.C  
 W. H. McAllister, 191 Farnsworth ave. ....S

49—MOBERLY, Moberly, Mo., 2d & 4th Sun., 2:30 p. m., Rathwell bldg.  
 Sam Riley .....C  
 E. W. Jarvis.....S

50—HARTFORD, Hartford, Conn., 2d Sun., 2 p. m., K. P. hall, 11 Central Row.  
 C. S. Brigham, 10 Belden st...C  
 C. H. Curtiss, 255 Main st., Bristol, Conn. ....S

51—TYRONE, Tyrone, Pa., 1st Sat., in April, 2d Wed. in May, and so on in alternate months, G. A. R. hall.  
 Harry F. Bell, 1020 Lincoln...C  
 Thos. S. Minary, 19 Commercial st., Lock Haven, Pa....S

52—NEVERSINK, Port Jervis, N. Y., 2d & 4th Sun., 1 p. m., K. P. hall, Wickham bldg.  
 J. H. Gordon, Matamoras, Pa.C  
 Thos. E. Gray, 69 Ball st.....S

53—LONE STAR, Denison, Tex., 2d & 4th Sun., 2 p. m., O. R. C. hall, 221½ Main st.  
 L. H. Woodmansee, 422 N. Burnett ave. ....C  
 R. T. Arthur, 1030 W. Sears st.S

54—NEW YORK CITY, New York, N. Y., 1st & 3d Sun., 1:30 p. m., 155 E. 58th st.  
 C. D. Cramer, 952 Lafayette ave., Brooklyn, N. Y.....C  
 C. F. Heitsman, 609 Van Buren st., Brooklyn, N. Y....S

55—KAW VALLEY, Kansas City, Mo., every Mon., & 1st Sat., 2 p. m., Arlington hall.  
 E. H. Smith, 3215 Oak st....C  
 Geo. W. Rose, 305 Ord st....S

56—Z. C. PRIEST, Albany, N. Y., 3d Sun. 2:30 p. m., Pythian hall, 50 State st.  
 E. S. Herrick, 46 Clinton ave..C  
 M. C. Ekins, 67 N. Pearl st...S

57—EVERGREEN, Fort Worth, Tex., Mon.—Oct. 11, Nov. 1 & 22, Dec. 13. Wed.—Oct. 20, Dec. 1, I. O. O. F. hall, 2 p. m.  
 J. A. Starling, 5th & Main sts..C  
 M. S. Bogert, 205 Adams st....S

58—VALLEY CITY, Cedar Rapids, Ia., 2d & 4th Sun., 2:30 p. m., Canfield hall, 422 2d ave.  
 J. Nauholz, 1507 4th ave.....C  
 F. A. Holloway, 1204 4th ave..S

59—ALAMO, Texarkana, Ark., 1st & 3d Tues., 8 p. m., Masonic hall.  
 C. H. Moss, 220 W. 13th st...C  
 C. R. Johnson, box 85.....S

60—QUEEN CITY, Sedalia, Mo., 1st & 3d Sun., 2 p. m., K. P. hall, 114 E. 5th st.  
 H. N. Reid, 506 E. 10th st...C  
 J. W. Mallery, 313 Ohio st....S

61—LACROSSE, LaCrosse, Wis., 1st & 3d Sun., 2:30 p. m., K. P. hall, 715 Rose st.  
 Jno. Wheldon, 627 S. 5th st...C  
 E. A. Sloane, Post Office....S

62—TRIUMPH, Lyndonville, Vt., 3d Sun. 2 p. m. Cheney's Bk.  
 T. B. Flint, St. Johnsbury, Vt.C  
 C. L. Hayes, Box 58, Newport, Vt. ....S

63—SAN JUAN, Durango, Colo., 4th Sun., 8 p. m., K. P. hall.  
 I. J. Lyons, 833 4th ave.....C  
 B. Gogarty, 1115 4th ave....S

64—ERIE, Erie, Pa., 1st & 3d Sun., 2:30 p. m., B. of L. E. hall, 1220 State st.  
 Hugh D. Rooney, 1112 Walnut C  
 Chas. A. Root, 919 E. 21st st.S  
 Don Scurry, 461 W. 17th st.

65—CAMPBELL'S LEDGE, Pittston, Pa., 1st & 3d Sun., 2:30 p. m., Booth's hall, S. Main st.  
 F. C. Brown, 470 N. Main st...C  
 D. W. Howell, 39 Montgomery st., W. Pittston, Pa.....S

66—PINE TREE, Portland, Me., 3d Sun., 2 p. m., Rossini hall.  
 D. J. Murphy, 178 Stevens ave.C  
 W. Sprague, 810 Congress st..S

67—WATERLOO, Waterloo, Ia., 1st Sun., 2:30 p. m., 3d Sun., 9:30 a. m., Kurth hall.  
 G. L. Ward, 55 Franklin st....C  
 H. G. Searles, 421 Argyle st..S

68—BARABOO, Baraboo, Wis., 1st & 3d Sun., 2 p. m., B. L. E. hall, 3d st.  
 A. E. Cook, 339 5th st.....C  
 H. G. Gropp, 304 10th ave....S

69—EL PASO, El Paso, Tex., every Sat., 2 p. m., K. P. hall.  
 G. L. Stockwell, Box 972....C  
 George H. Aiken, box 455....S

70—MONTEZUMA, East Las Vegas, N. M., every Fri., 9:30 a. m., O. R. C. hall.  
 J. Quinn, Box 61.....C  
 J. M. Lesency, 912 4th st....S

71—CHATTahoochee, Columbus, Ga., 1st & 3d Mon., 7:30 p. m., N. E. cor. Brd. & 11th st.  
 Chas. Reichert, 1320 4th ave..C  
 C. E. Cole, 1442 4th ave.....S

72—FARGO, Jamestown, N. D., 2d & 4th Sun., 2 p. m., White & Henderson hall.  
 John Tracy, 1009 W. Main st.C  
 H. J. Knowles, 229 3d ave. S..S

73—ASHTABULA, Ashtabula, O., 1st & 3d Sun., 2:30 p. m., O. R. C. hall, Tyler blk, Main.  
 L. M. Robinson, 256 Main st..C  
 A. H. Chapin, 5 Fisk st.....S

74—HENWOOD, Decatur, Ill., 1st & 3d Sun., 2:30 p. m., K. P. hall, Water st.  
 F. H. Scott, 526 N. Morgan st.C  
 J. B. Oldridge, 1253 E. Eldorado st. ....S

75—MT. ROYAL, Montreal, Que., 2d & last Mon., 1:30 p. m., Unity hall, Wellington st.  
 H. Gendron, 875 Wellington st.C  
 T. Anderson, 42 Charron st....S

76—SAN ANTONIO, San Antonio, Tex., every Sat., 3 p. m., Market & Navarro st.  
 P. C. Wood, Mackay Bldg....C  
 W. A. Shafer, box 313.....S

77—PALESTINE, Palestine, Tex., every Sat., 3 p. m., K. P. hall, Main st.  
 T. H. Fitts, 306 S. Sycamore st.C  
 A. D. Boggs.....S

78—ROBINSON, Savanna, Ill., 2d & 4th Sun., 2:30 p. m., Engineers' hall.  
 R. L. Piper.....C  
 Carl Schoen .....S

79—PEORIA, Peoria, Ill., ad & 4th Sun., 10 a. m., Oak hall.  
W. W. Carroll, 115 Frye ave...C  
J. R. Nelson, 317 Morgan st...S

80—WEST FARNHAM, Montreal, P. Q., 1st Sun., 2:30 p. m., 3d Tues., 1:30 p. m., over Merchants Bank of Canada.  
R. Church, 37 Viature st., Montreal annex, Que. ....C  
E. Barnes, Newport, Vt. ....S

81—FRIENDSHIP, Beardstown, Ill., 1st & 3d Sun., 9:30 a. m., B. E. T. hall.  
A. J. Frasier, .....C  
G. H. Newberry, .....S

82—DURBIN, Madison, Wis., 2d Sun., 2 p. m., Brown blk.  
Thomas Kelley, 1316 Spring st.  
W. H. Smith, 546 W. Dayton...S  
J. M. Usher, 209 S. Broom st.

83—GALESBURG, Galesburg, Ill., 1st Sat. 7:30 p. m., 3d & 5th Sun., 2:30 p. m., A. O. U. W. hall.  
M. O. Williams, 146 5th st....C  
H. H. Stoner, 868 Monroe st....S  
W. H. Bowling, 959 E. Knox st.

84—PERRY, Perry, Iowa, every Tues. 2:30 p. m., Woodman's hall.  
F. S. Craig, .....C  
H. P. Ward, .....S

85—AZETIC, Winslow, Ariz., every Mon., 2 p. m., Elks hall.  
James Claffy, .....C  
W. A. Baugh, .....S

86—DELTA, Escanaba, Mich., 1st & 3d Sun., 2 p. m., I. O. O. F. hall, 113 N. Charlotte st.  
P. T. Wade, 1301 Wells ave...C  
E. H. Gibbs, 617 S. Jennie st...S

87—BLOOMINGTON, Bloomington, Ill., every other Sun., 2 p. m., Jacoby hall.  
P. A. Messinger, 1109 N. McLean st. ....C  
P. E. Murray, 208 W. Union...S

88—ENNIS, Ennis, Tex., every Tues., 7:30 p. m., Woodman hall.  
W. E. Shipp, 907 N. Gaines st...C  
Cecil Faris, 707 N. Main st....S

89—MONON, Louisville, Ky., every Sun., 9:30 a. m., Masonic Temple, 4th & Chestnut.  
T. C. Williams, 924 Walnut st.C  
S. M. Lawrence, box 84, Jeffersonville, Ind., R. R. No. 1...S

90—WASECA, Waseca, Minn., 1st & 3d Sun., 2 p. m., A. O. U. W. hall.  
M. S. Gunn, .....C  
E. A. Hutchinson, 802 Hill st...S

91—MT. HOOD, Portland, Ore., 2d & 4th Sun., 2 p. m., K. P. hall, 11th & Alder sts.  
E. S. Brown, 50 1/2 N. 9th st...C  
E. A. Clem, 500 Hawthorne ave.S

92—TERRE HAUTE, Terre Haute, Ind., 1st & 3d Sun., 10 a. m., Swope blk., 7th & Ohio.  
W. W. Griffith, 1421 S. 10th st.C  
E. L. Kenney, 1419 S. 17th st..S

93—FT. DODGE, Ft. Dodge, Ia., 4th Sun., 10 a. m., Red Men's hall, Central ave.  
T. F. Hand, 321 S. 7th st....C  
W. D. Holcomb, 1416 Central..S

94—GEO. C. CORNWALL, Winnemucca, Nev., 1st & 3d Tues., 2:30 p. m., Silver State hall.  
R. J. Ewing, .....C  
H. M. Leonard, .....S

95—HARVEY, McCook, Neb., 2d & 4th Wed., 8 p. m., Morris hall.  
S. E. Callen, .....C  
M. O. McClure, .....S  
H. A. Beale.

96—BELKNAP, Aurora, Ill., 1st & 3d Sun. 3 p. m., Charlemagne hall.  
Geo. G. Speir, 270 North ave...C  
J. H. James, 519 Pearl st....S  
Thos. Flynn, 279 Grant Pl.

97—ROODHOUSE, Roodhouse, Ill., 2d & 4th Sat., 7:30 p. m., Odd Fellows' hall.  
Geo. W. Litter, .....C  
E. S. Nichols, box 348.....S

98—MONTGOMERY, Montgomery, Ala., alternate Wed., 9:30 a. m., K. P. hall.  
E. L. Butt, 121 Sayre st....C  
F. B. Grant, 427 Herron st., Acting

99—MONTEVIDEO, Montevideo, Minn., 2d & 4th Sun., 1 p. m., Opera House blk.  
George Eastman, .....C  
J. B. Mullen, .....S

100—HOLLINGSWORTH, Columbus, O., 1st & 3d Sun., 1:30 p. m., K. P. hall, Main & 3d.  
C. A. Shook, 235 Marshall ave.C  
Wm. Hite, 1237 Summit st....S

101—MATTOON, Mattoon, Ill., 1st & 3d Sun., 2 p. m., I. O. O. F. hall.  
W. W. Simpson, 2413 Western.C  
F. S. Thomas, box 274.....S

102—OATLEY, Grand Rapids, Mich., 2d & 4th Sun., 10 a. m., Majestic Theatre bldg.  
W. A. Hawker, 366 Cass ave...C  
Geo. Lane, 535 S. Ionia st....S

103—INDIANAPOLIS, Indianapolis, Ind., 1st & 3d Sun., 2 p. m., 135 N. Delaware st.  
Geo. Campbell, 339 N. Arsenal.C  
H. E. Joslin, 19 Parkview ave..S

104—MILLARD, Middletown, N. Y., 4th Sun., 2 p. m., Maccahee hall, 35 North st.  
H. J. Morgan, Summitville, N. Y. ....C  
Wm. Faulkner, 18 Benton ave.S

105—R. E. HARRIS, Meridian, Miss., every Sun., 3 p. m., K. P. hall, Rosenbaum bldg.  
J. B. Ramsey, 1513 25th ave...C  
D. B. Griffin, 2817 8th st....S

106—ROCK ISLAND, Rock Island, Ill., every Mon., 2 p. m., Engineers' hall, 30th & 5th ave.  
A. McLee, 2944 5th ave.....C  
M. F. Archer, 2849 8th ave....S

107—CINCINNATI, Cincinnati, O., 2d & 4th Sun., 9:30 a. m., Richieu hall, 9th & Plum sts.  
A. E. Hornada, 613 Garfield ave., Middletown, O.....C  
L. B. Grannen, box 265, Glendale, Ohio .....S

108—CRESCENT CITY, New Orleans, La., 1st & 3d Mon., 11 a. m., Odd Fellows' hall.  
J. S. Norris, 1124 Marengo st.C  
M. A. Smith, 1119 Dante st..S

109—CRAWFORD, Galion, O., every Mon. 7 p. m., B. of L. F. & E. hall.  
W. S. Brumbaugh, 103 Livingstone ave, Dayton, O.....C  
H. E. Zimmerman, 341 S. Un'n.S

110—LOGAN, Logansport, Ind., 2d & 4th Sun., 2 p. m., Ben Hur hall, 4th & Broadway.  
O. P. Shedron, 1201 Miami ave.C  
T. D. Hughes, 1419 Market st..S

111—LOS ANGELES, Los Angeles, Cal., 1st & 3d Sat., 7:30 p. m., 730 S. Grand Ave.  
Geo. O. Clark, 1612 Georgia Av.C  
W. C. Roll, 238 S. W. 23d st..S

112—CENTRALIA, Centralia Ill., 2d & 4th Fri., 8 p. m., Engineers hall.  
F. H. Cogswell, 226 N. Poplar.C  
J. L. Davis, 334 S. Poplar st..S

113—BOWER CITY, Chicago, Ill., 2d Tues., 1 p. m., 4th Tues., 9:30 a. m., 167-169 E. Washington st., 3d floor.  
C. W. Cole, Winnetka, Ill....C  
Geo. F. Sprague, 4326 N. Ashland ave. ....S

114—R. E. HAWKINS, Pittsburg, Pa., 1st Sun., 10:30 a. m., 3d Sun., 2 p. m., Wabash Depot hall.  
L. J. Johnson, 401 Hampton ave., Wilkensburg, Pa. ....C  
John Walters, 5209 Friendship ave. ....S

115—EL CAPITAN, San Francisco, Cal., 1st Sunday 1:30 p. m., 4th Saturday 8 p. m., Brotherhood Teamsters' hall.  
C. A. McIntyre, box 82, Santa Clara, Cal. ....C  
T. Billingslea, 2719 Greenwich st. ....S

116—TYLER, Tyler, Tex., 2d & 4th Sun., 1:30 p. m., K. O. T. M. hall.  
W. J. Wright, 414 S. Fannie...C  
W. A. Curtis, 506 W. Bow st..S

117—MINNEAPOLIS, Minneapolis, Minn., 2d & 4th Sun., 2:30 p. m., 243 Nicollet ave.  
C. R. Langan, 2741 Freemont.C  
J. L. Cook, 1911 E. 25 1/2 st..S

118—I. I. KANKAKEE, Ill., 2d & 4th Sun., 9:30 a. m., K. P. Castle hall, E. ave.  
J. P. Burns, 193 5th ave.....C  
G. B. Seitz, 106 Station st....S

119—WAYNE, Ft. Wayne, Ind., 2d & 4th Sun., 1:45 p. m., O. R. C. hall, 916 Calhoun st.  
M. O. Ginty, 2435 Hoagland..C  
T. P. McArdle, 234 E. DeWald.S

120—ATLANTIC, Huntington, Ind., every Tues. evening, 3d floor, First National Bank.  
J. C. Hullinger, 98 Warren st.C  
E. C. Smith, 116 E. Franklin st.S

121—HURON, Huron, S. D., 2d & 4th Sun., 10:30 a. m., Elks' hall.  
Geo. Lawrence, 146 Wisconsin.C  
Wm. McCreery, 392 Nebraska..S  
E. E. Gilbert, 377 Montana st.

122—BOSTON, Boston, Mass., 3d Sun., 2 p. m., John Winthrop hall, 446 Tremont st.  
J. F. O'Donnell, 64 Summer st., Franklin, Mass. ....C  
C. D. Baker, 23 Benedict st., Somerville, Mass. ....S

123—MACON, Macon, Ga., 1st & 3d Sun., 2 p. m., O. R. C. bldg., 408 Poplar st.  
H. Dickenson, 145 Academy st.C  
A. N. Kendrick, 408 Poplar st.S

124—WAHSATCH, Ogden, Utah, 2d & 4th Fri. 2:30 p. m. K. F. hall, 24th & Washington. George Allen, 3369 Washington ave. ....C  
D. L. Boyle, 2618 Lincoln ave..S

125—FRIENDLY HAND, Peru, Ind., every Sun., 10:30 a. m., Engineers' hall, Main & Edw. J. F. Oldham, 360 E. 5th st....C  
W. G. Fletcher, 124 E. 6th st..S

126—OMAHA, Omaha, Neb., 1st & 3d Sun., 2 p. m., Baright's hall, 19th & Farnum sta. J. E. Mulick, 3608 Charles st...C  
Andrew Hystrem, 1247 Emmet st. ....S

127—JAY GOULD, Danville, Ill., 1st & 3d Sun., 2 p. m., Odd Fellows hall. Wm Stevenson, 11 Park st...C  
C. E. Bishop, 307 N. Walnut st.S

128—CHEYENNE, Cheyenne, Wyo., 1st & 3d Sun., 2:30 p. m., Fraternal hall. F. W. Munn, 221 E. 21st st...C  
R. W. Rich, 609 E. 19th st...S  
W. A. Mills, 2115 House st.

129—HALSTEAD, Halstead, Pa., 2d Sun. and 4th Mon., 2 p. m., Clune's hall. F. W. Allen.....C  
L. G. Wilmot, box 191.....S

130—STADACONA, Quebec, P. O., 2d & 4th Sun., 9 a. m., B. E. T. hall. A. Gingras, 109 des Fosses st..C  
E. Lemieux, 96 St. Dominique.S

131—LITTLE ROCK, Little Rock, Ark., every Mon., 3 p. m., O. R. C. hall. J. T. Wilson, 609 E. Whipple bldg...C  
J. S. Barkman, box 346.....S

132—SALIDA, SALIDA, Colo., 2d & 4th Sun., 2 p. m., K. F. hall. M. J. Guerin .....C  
A. L. Paul.....S

133—BOWLING GREEN, Bowling Green, Ky., 1st & 3d Mon., and 2d & 4th Tues., 7:30 p. m., Wright hall, Main & Adams st. F. W. Jones, 124 10th st....C  
J. H. Bousman, 219 Woodford.S

134—BELLEVUE, Bellevue, O., every Mon., 2 p. m., I. O. O. F. hall. G. S. Harper, 239 Monroe st...C  
L. C. Brown, 242 Sandusky st.S

135—ROCK CITY, Nashville, Tenn., 1st & 3d Sun., 1:30 p. m., Nichol hall, Ash st & 4th ave. R. T. Allen, 922 5th ave. S...C  
Frank Phelps, 1028 3d ave. S...S

136—ASHTON, Huntington, W. Va., 1st & 3d Sun., 2 p. m., over Union Savings Bank. J. W. Davis, 926 6th ave....C  
D. J. Moore, 840 8th st.....S  
C. W. Kilgore, 1139 6th ave.

137—OSAWATOMIE, Osawatomie, Kana., 1st Sun. & 3d Sat., 2:30 p. m., A. O. U. W. hall. J. A. Fry.....C  
W. W. Pointer, Box 136.....S

138—BRITTON, Garrett, Ind., every Sun., 2 p. m. Red Men's hall. M. J. Lindman.....C  
B. A. Byers.....S

139—STANTON, Knoxville, Tenn., every Mon., 9:30 a. m., French & Roberts bldg. J. T. Lawrence, Victoria Flts..C  
J. W. Beathard, 823 Deery st..S

140—NEW RIVER, Hinton, W. Va., 2d & 4th Sun., 2 p. m., Big Four bldg., 3d ave. W. F. McFadden.....C  
Jas. F. Smith.....S  
S. B. Hamer.

141—ST. JOSEPH, St. Joseph, Mo., 2d & 4th Sun., 2 p. m., Odd Fellows' hall. H. S. Kratzinger, 19th & Oak st. ....C  
G. M. Riggins, 1801 Savannah..S

142—LARAMIE, Rawlins, Wyo., 1st & 3d Wed. 2:30 p. m., K. P. hall. N. I. Parnell.....C  
R. L. Cusack.....S

143—DAUPHIN, Harrisburg, Pa., 1st & 3d Sun., 1 p. m., Schutzenbaugh's hall. Cyrus Snaveley, 2030 N. 5th...C  
George I. Wood, 1624 N. 3d...S  
A. H. Eastright, 531 Peffer st.

144—DERRY, Derry Station, Pa., 1st & 3d Sun., 1:30 p. m., I. O. O. F. hall. John Amend .....C  
W. J. Dodson, box 373.....S

145—NICKLE PLATE, Conneaut, O., 2d & 4th Sun., 2 p. m., Grand Army hall. W. E. Peters, 458 State st....C  
Chas. Shearston, 508 State st..S

146—E. A. SMITH, Fitchburg, Mass., 1st & 3d Sun., 10:45 a. m., A. O. U. W. hall. C. S. Holden, 38 Clinton st...C  
W. S. Hodge, 36 Pacific st...S

147—EASTON, Easton, Pa., 2d & 4th Sun., 2 p. m., G. A. R. hall. Philip Warner, 138 St. Joseph..C  
Ed. Sunderland, 2463 Cedar st.S

148—LOOKOUT, Chattanooga, Tenn., 1st & 3d Sun., 2 p. m., K. P. hall, 8th & Cherry sta. Taylor Williams, 406 St. Charles st. ....C  
R. B. Stegall, C. N. O. & T. P. car record office.....S

149—JACKSON, Jackson, Tenn., every Sat., 7:30 p. m., Elks' hall. R. F. Phillips, 429 E. Chester..C  
G. B. Harris, 245 Bolivar st...S

150—KINCAID, Utica, N. Y., 2d & 4th Sun., 2 p. m., Arcanum Temple, Devereux st. D. P. Francis, 43 Howard ave..C  
F. N. Gates, 240 West ave....S

151—TWO RIVERS, Monett, Mo., every Mon., 2 p. m., Masonic hall. W. S. Taylor.....C  
A. W. Wightman.....S

152—RICHMOND, Richmond, Va., 1st & 3d Sun., 2 p. m., Fraternity hall. B. Bates, 1410 Floyd ave....C  
W. L. Harris, 2718 E. Grace st.S

153—MAUCH CHUNK, Mauch Chunk, Pa., 2d & 4th Sun., 2 p. m., Odd Fellows' hall. F. W. Gower, 10 Cedar st....C  
E. Mumbower, 412 Center st..S

154—BINGHAMTON, Binghamton, N. Y., 3d Sun., 3 p. m., 299 Chenango st. T. L. Vanaman, 9 Sturges....C  
F. E. Tewksbury, 7 Congdon Place .....S

155—SYRACUSE, Syracuse, N. Y., 1st & 3d Sun., 2:30 p. m., A.O.U.W. hall, 238½ Fayette. John Carroll, 102 Shonard st..C  
J. W. Bates, 109 Elliott st...S

156—PENNSYLVANIA, Carbondale, Pa., 2d & 4th Sun., 3 p. m., I. O. O. F. hall. W. F. Peel, 108 Wyoming st..C  
O. H. Loftus, 50 7th ave.....S

157—NEW ENGLAND, Boston, Mass., 4th Sun., 10:45 a. m., Elks' hall, 24 Hayward Place. H. S. Bates, 23 Sampson ave..C  
Braintree, Mass. ....C  
C. W. Merrill, 29 Evergreen st., Roxbury, Mass.....S

158—BROAD TOP, Huntingdon, Pa., 1st Sat. 7:45 p. m. 3d Sun. 2:30 p. m., Odd Fellows' hall. L. G. Confer.....C  
L. A. Morningstar, 611 Washington st.....S

159—CITY OF MEXICO, City of Mexico, Mex., every Sun., 2 p. m., Puerta Falsa de San Andres No. 9½, 2d floor. T. Kilpatrick, 12 San Juan de Latran, No. 13.....C  
W. A. White, Apartado No. 1406, Office 12 San Juan de Latran, No. 6.....S

160—WYOMING VALLEY, Wilkesbarre, Pa., 2d & 4th Sun., 2 p. m., I. O. O. F. hall. W. W. Marsden, 86 Lincoln st..C  
J. H. Keithline, 267 E. South..S

161—PARSONS, Parsons, Kana., every Sun., 2:30 p. m., A. O. U. W. hall, Kennedy blk. W. W. Jones, 212 S. 15th st...C  
C. B. Pescenden, 2207 Main st.S

162—WEST PHILADELPHIA, Philadelphia, Pa., 2d Thurs., 8 p. m., 4th Sun. 2 p. m. Grand Fraternity bldg., 1414 Arch st. H. N. Stephens, 428 N. 32d st...C  
B. W. Rulon, box 5802, North Philadelphia, Pa. ....S

163—OIL CITY, Oil City, Pa., 2d & 4th Sun., 2 p. m., over Oil City National Bank bldg. John McCarty, 717 E. 2d st...C  
J. W. Baughman, 804 E. 3d st.S

164—EAGLE GROVE, Eagle Grove, Ia., 2d & 4th Sun., 2:30 p. m., Masonic Temple. Wm. Boylson .....C  
W. R. Hammond.....S

165—FT. SCOTT, Ft. Scott, Kan., 1st & 3d Sun., 2 p. m., I. O. O. F. hall, 10 Scott ave. J. E. Roberts, Cherokee, Kana..C  
F. B. Rathfon, 210 S. Judson.S  
R. Williams, 160 S. Margrave st.

166—LICKING, Newark, O., 1st & 3d Sun., 2 p. m., 17½ S. Park Place. J. H. Meanor, 25 Valanding-ham st. ....C  
J. S. Woodward, 162 Elmwood..S

167—FRONTIER CITY, Oswego, N. Y., 2d & 4th Sun., 2:30 p. m., MCCabee hall. A. P. Taylor, 210 W. 5th st...C  
G. A. Sholey, 187 W. 8th st...S

168—JERSEY SHORE, Jersey Shore, Pa., 1st Wed., 3d Sat., 8 p. m., Sallada blk.  
*J. A. Peterson*, 952 Market st., Williamsport, Pa. ....C  
*O. L. Herman*, box 14, Villas, Pa. ....S

169—NEPTUNE, Jersey City, N. J., 3d Sun., 2 p. m., Elks' hall.  
*A. Schirrie*, 63 Wales ave....C  
*W. C. Knowles*, Elks' hall....S  
*R. McDonald*, 287 Barrow st....S

170—CAMDEN, Camden, N. J., 1st & 3d Sun., 1:30 p. m., Goff's bldg., 23 Broadway.  
*C. B. Wack*, 922 N. Front st..C  
*Harry Hewitt*, L. box 235.....S

171—THOS. DICKSON, Mechanicsville, N. Y., 1st & 3d Sun., 1 p. m., I. O. O. F. hall.  
*J. P. Sullivan*, 28 Grove st....C  
*T. J. McInerney*, 124 S. 3d av..S

172—MOUNTAIN CITY, Altoona, Pa., 2d Sun., 2 p. m., 4th Sun., 7 p. m., Ramey bldg.  
*W. G. Huber*, 808 5th ave....C  
*Wm. Bowen*, box 97, Cema-maugh, Pa. ....S

173—LONG PINE, Chadron, Neb., 1st & 3d Wed., 1 p. m., I. O. O. F. hall.  
*Geo. Broderick*.....C  
*E. E. Burns*.....S  
*A. M. Wright*

174—EUREKA, No. Paterson, N. J., 3d Sun., 9:30 a. m., Borough hall.  
*Wm. Brush*.....C  
*R. Latta*.....S

175—MEMPHIS, Memphis, Tenn., every Sun., 2 p. m., Odd Fellows' bldg., N. Court Place.  
*W. G. Bealand*, 1362 Union ave. ....C  
*L. T. LaBell*, 779 N. Manassas...S

176—CORNING, Corning, N. Y., 1st & 3d Sun., 2:30 p. m., Red Men's hall, 19 E. Market st.  
*J. A. Anderson*, 188 E. 1st st..C  
*D. Kelkher*, 180 W. 2d st.....S

177—ALLIANCE, Alliance, O., 1st Sun., 1 p. m., K. O. T. M. hall, E. Main st.  
*F. W. Johnson*, 238 E. Market..C  
*M. R. Matthews*, 41 Geiger ave..S

178—GREAT NORTHERN, Grand Forks, N. D., 3d Sun., 2:30 p. m., K. P. hall.  
*W. H. McGraw*, 1023 University ave. ....C  
*W. A. Hill*, 210 N. 7th st....S

179—TOPEKA, Topeka, Kans., 2d & 4th Sun., 2 p. m., A. O. U. W. hall, 6th & Jackson sta.  
*Jas. O'Byrne*, 626 Madison st..C  
*Chas. A. Horn*, 221 Lake st....S

180—ATLANTA, Atlanta, Ga., every Sun., 2 p. m., 57½ E. Hunter st.  
*H. M. Patton*, 269 Clark st....C  
*E. A. Warwick*, 31½ W. Alabama st. ....S

181—CHILLICOTHE, Chillicothe, O., 1st & 3d Sun., 2 p. m., O. E. C. hall, Merkle blk.  
*D. Thomas*, 590 E. Water st..C  
*T. J. Hickey*, 176 N. Sugar st..S

182—WOLVERINE, Jackson, Mich., alternate Sun., 2:30 p. m. B. of L. E. hall, Webb blk.  
*Floyd Harwood*, 1814 E. Main..C  
*G. B. Griswold*, 108 Cooley Pl..S

183—KNOBLEY, Cumberland, Md., 2d Tues. & 4th Sun., 1:30 p. m., Whites' hall.  
*C. E. Savage*, Keyser, W. Va...C  
*L. W. McNemar*, 175 Seymour..S

184—BLUE RIDGE, Clifton Forge, Va., 1st Wed. 7:30 p. m., 3d Wed., 2 p. m., Alleghany Bldg., 13 Ridgeway St.  
*C. S. Gay*, 204 Byrd st.....C  
*J. E. Driscoll*, 16 Brussels ave..S

185—LANIER, Selma, Ala., 1st & 3d Sun., 2 p. m., I. O. O. F. hall.  
*Jas. W. Voltz*, Lamar & King..C  
*W. G. Wolf*, 1007 Green st....S

186—BIRMINGHAM, Birmingham, Ala., 2d & 4th Sun., 1:30 p. m., Maccabee Temple.  
*Z. B. Edwards*, 621 S. 17th st..C  
*W. G. Thomas*, 1119 N. 34th st..S

187—SUNBURY, Sunbury, Pa., 2d & 4th Sun. 2 p. m., Blooms hall, N. 4th st.  
*J. L. Ray*, Spruce st.....C  
*Sylvester Geasey*, 125 Awt st...S

188—STANBERRY, Stanberry, Mo., 1st & 3d Sun., 2 p. m., K. P. hall, Park & 1st sts.  
*A. W. Smith*.....C  
*F. H. Hecox*.....S  
*J. C. Besinger*

189—FRONTIER, Sarnia, Ont., 1st & 3d Tues., 7:30 p. m., I. O. O. F. hall.  
*T. H. Johnson*, 332 Campbell st..C  
*H. Bell*, 288 Campbell st.....S

190—GRAFTON, Grafton, W. Va., 1st & 3d Sun., 2 p. m., K. P. hall, Main st.  
*M. M. Patton*, 12 Wilford st..C  
*L. V. Aika*, 663 Maple ave....S

191—YELLOWSTONE, Glendive, Mont., 1st & 3d Wed., 2 p. m., Masonic Temple.  
*W. E. Martin*, box 149.....C  
*D. C. Maxwell*, box 68.....S

192—EAST SAGINAW, East Saginaw, Mich., 2d & 4th Sun., 10 a. m., Myrtle hall, Potter st.  
*E. A. Corrigan*, 323 N. 4th st..C  
*B. Longtree*, 516 N. Franklin st., Saginaw, Mich.....S

193—BUCYRUS, Bucyrus, O., 1st & 3d Sun., 2 p. m., Opera House blk.  
*W. H. Miller*, 611 E. Warren..C  
*D. W. Young*, 519 Prospect st..S

194—BROOKFIELD, Brookfield, Mo., every Sun., 2:30 p. m., O. R. C. hall, N. Main st.  
*J. W. Ryan*, 815 E. Brook st..C  
*W. B. Madden*, 822 Brookfield..S

195—SIERRA NEVADA, Sacramento, Cal., 1st & 3d Mon., 7:30 p. m., Odd Fellows' bldg.  
*A. M. Weston*, 1017 18th st....C  
*G. C. LaForge*, 1256 F st....S  
*M. V. Murray*, 1216 F st.

196—ST. JOHNS, Jacksonville, Fla., every Sun., 10 a. m., 3d floor, Herkimer bldg.  
*W. H. Dowling*, 33 E. Ashley..C  
*E. Steinhauer*, box 574.....S

197—BRainerd, Staples, Minn., 1st & 3d Sun., 2:30 p. m., Sovereign's hall.  
*P. Hoffoss*.....C  
*C. A. Collins*, L. box 147.....S

198—SPRINGFIELD, Springfield, Mass., 1st & 3d Sun., 2 p. m., Myrick hall.  
*S. K. Spencer*, 844 Worthington st. ....C  
*E. A. Sawin*, 33 Arch st.....S

199—RIDEAU, Smith's Falls, Ont., every Saturday 2 p. m., Sons of England hall.  
*W. J. Boyd*.....C  
*J. E. Berry*, box 223.....S

200—BRADFORD, Bradford, Pa., 1st & 3d Sun., 3:30 p. m., Bradburn hall, Main st.  
*J. C. Mullins*, 5 Amm st.....C  
*F. M. Brown*, 10 Seneca st., Salamanca, N. Y.....S

201—MCKEE'S ROCKS, McKees Rocks, Pa., 2d Sun., 12 m., 4th Sun. 6 p. m., cen. time, Fraternal hall, Chartiers ave.  
*W. G. Varner*, 720 School st....C  
*John Daley*, 916 1st st.....S

202—AUGUSTA, Augusta, Ga., 2d & 4th Sun., 3 p. m., Red Men's hall, 8th & Ellis sta.  
*S. L. Hollingsworth*, 9th & Telfair sta. ....C  
*R. A. Cook*, 522 9th st.....S

203—HOWE, Truro, N. S., 4th Sat., 20k., McKay's hall.  
*H. A. Baker*.....C  
*W. J. Ellis*, box 228.....S

204—QUAKER CITY, Philadelphia, Pa., 2d & 4th Sun., 2 p. m., cor. Diamond & Germantown ave.  
*A. T. Barringer*, 306 Sterner st.C  
*J. R. Coulter*, 977 Frankford..S

205—R. E. LEE, Portsmouth, Va., 2d & 4th Sun., 2 p. m., Pythian hall, 612 Court st.  
*W. C. Coffield*, 12 Clifton st., Berkley, Va. ....C  
*E. B. Lewis*, Pythian hall....S

206—LINCOLN, Springfield, Ill., 2d & 4th Sun., 2 p. m., Red Men's hall, 5th & Monroe sta.  
*Chas. Heas*, 12th & Enos ave..C  
*W. P. Sheehan*, 1102 El Wash-ington st. ....S

207—AMORY, Amory, Miss., every Sun., 2 p. m., Masonic hall.  
*A. Doggrell*.....C  
*T. F. Gaines*.....S

208—PALMETTO, Charleston, S. C., 1st & 3d Sun., 3 p. m., Irish Volunteer hall.  
*T. L. Malloy*, 82 Smith st.....C  
*H. L. Pinckney*, 63 Broad st...S

209—POCATELLO, Pocatello, Idaho, every Mon., 2 p. m., Masonic Temple, 252 N. Main.  
*J. T. Bourn*, 32 N. Harrison..C  
*C. H. Hughart*, box 307.....S

210—STONEWALL JACKSON, Roanoke, Va., every Mon., 7:30 p. m., K. P. hall, S. Jefferson st.  
*M. J. Jennelle*, box 423.....C  
*W. L. Davis*, 119 7th ave., S. W. ....S

211—STEVEN'S POINT, Abbottsford, Wis., 1st & 3d Sun., 10:30 a. m., Maccabee hall.  
*Chas. D. Hinchley*.....C  
*A. L. Rice*.....S

212—SLATER, Slater, Mo., 2d & 4th Tues., 2 p. m., I. O. O. F. hall.  
*F. M. Merriwether*, box 443...C  
*F. E. Clomptis*, box 13.....S

213—BARKER, Michigan City, Ind., sd & 4th Sun., 2 p. m., I. O. O. F. hall.  
W. E. Hutson, 117½ W. 6th st. C  
Doy Ludlum, 318 Cedar st. ....S

214—BARTLETT, Moncton, N. B., 3d Sun., 14 k., Orange hall.  
J. W. Coles, 45 Cameron st. C  
W. Crockett, 149 Cameron st. ....S

215—AUSTIN, Austin, Miss., 1st & 3d Sun., 2:30 p. m., German hall, E. Bridge st.  
J. D. McCormick, 601 Kenwood C  
Joseph Tucker, Mills ave. ....S

216—OTTUMWA, Ottumwa, Ia., 1st & 3d Sun., 2:30 p. m., sd & 4th Mon., 7:30 p. m., O. R. C. hall, Main & Market sts.  
J. E. Long, 422 Jefferson st. C  
H. L. Lewis, 127 Richards st. S

217—ANCHOR LINE, Allegany, Pa., sd & 4th Sun., 2:30 p. m., K. P. hall, 105 Federal st.  
J. H. Palmer, 726 Stanton ave., Millvale Station C  
J. S. McCracken, 125 Howard st., Millvale Station S

218—SAVANNAH, Savannah, Ga., Sun., 10 a. m., K. P. hall.  
J. W. Bridger, 15 W. 32d st. C  
G. B. Sowley, 3 Liberty st. E. S

219—NEW BRUNSWICK, St. John, N. B., sd Sun., 2:30 p. m., I. O. O. F. hall.  
E. A. Whippley, Fairville, N. B. C  
J. C. Johnston, 248 Strait Shore S

220—FREMONT, Fremont, Neb., 1st & 3d Sun., Franklin hall.  
A. McGregor, 521 E. 3d st. C  
A. L. Lake, 4th & Logan sts. S

221—CHARLOTTE, Spencer, N. C., Sun., 2 p. m., Masonic hall.  
S. A. Tolbert, C  
W. S. Freeman, S

222—ILLINOIS VALLEY, Chellicothe, Ill., 1st & 2d Sun., 2:30 p. m., Daugherty & Friedrich's hall.  
L. E. Waggoner, C  
G. R. Allen, S

223—MARTINSBURG, Martinsburg, W. Va., 1st & 3d Mon., 8 p. m., I. O. O. F. hall.  
Wm. Westraat, 602 N. Queen C  
J. A. Zopp, 421 W. Race st. S

224—WILMINGTON, Wilmington, Del., 1st & 3d Sun., 2:45 p. m., Masonic Temple.  
E. M. Cain, 721 Vandever ave. C  
J. T. Leyfield, 1226 King st. S

225—STEBURN, Hornell, N. Y., alternate Thurs., 2 p. m., B. L. E. hall, Main st.  
B. F. Collins, 2 East ave. C  
C. N. Webb, 215 Vincent st. S

226—GALETON, Galeton, Pa., 1st Sun., 1 p. m., Baldwin hall.  
S. C. Stambough, C  
George Persing, S

227—CLAUDE CHAMPION, Lincoln, Neb., 1st & 3d Sun., 2:30 p. m., Brownell blk.  
J. H. Hocker, 944 T st. C  
O. S. Ward, 53 Brownell blk. S  
J. B. Tenney, 516 S. 28th st. S

228—FRISCO, Ft. Smith, Ark., 1st & 3d Sun., 2:30 p. m., I. O. O. F. hall, 706½ Garrison.  
C. C. Monds, 503 Gar Ave. C  
B. T. Hamilton, 1501 N. 5th S

229—NICOLLS, Reading, Pa., sd Sun., 1 p. m., 4th Sun., 10 a. m., Brencisers hall.  
Sam'l Rethemel, 1542 N 10th C  
H. C. Hedley, 1041 Greenwich S

230—NEW FRANKLIN, New Franklin, Mo., sd & 4th Sun., 2 p. m., K. P. hall.  
T. C. Willett, C  
A. L. Mudd, box 30 S

231—VICKSBURG, Vicksburg, Miss., every Sun., 8 p. m., K. C. hall.  
O. L. Hatch, 851 S Mulberry C  
W. F. Harrall, 910 E Main st. S  
A. J. Jaquith, 401 E. Grove st. S

232—SIOUX CITY, Sioux City, Ia., sd & 4th Sun., 10 a. m., I. O. O. F. hall, 5th & Douglas.  
Geo. Carter, 1906 N 28th st., Omaha, Neb. C  
A. Madden, 917 11th st. S

233—POINT PLEASANT, Middleport, O., sd & 4th Sun., 1:30 p. m., M. W. A. hall.  
O. W. Barrows, C  
C. E. Murray, box 377 S  
J. M. Cornthers, S

234—BERKELEY, Brunswick, Md., 1st & 3d Fri., 7:30 p. m., Swank & Sons hall.  
L. M. Shores, C  
I. H. Grimm, box 45 S  
Edw. Sheridan, S

235—FREEPORT, Freeport, Ill., sd & 4th Sun., 10:30 a. m., I. O. O. F. hall.  
G. G. McCarty, 158 Carroll st. C  
W. W. Earnist, 30 Clark ave. S

236—ST. CLOUD, Melrose, Minn., 1st Mon., 7:30 p. m., 4th Sun., 3 p. m., K. P. hall.  
Geo. M. Goodman, C  
Harry Sturgeon, box 316 S

237—WORCESTER, Worcester, Mass., 4th Sun., 11 a. m., Castle hall, 405 Main st.  
J. F. Lucas, 37 Orange st. C  
W. F. Hurlburt, 28 Wildwood ave. S

238—SHERIDAN, Laredo, Mo., 1st Mon., 3d Tues., 7:30 p. m., Masonic hall.  
D. V. Parker, 412 Topping st., Kansas City, Mo. C  
A. F. Scott, St. John ave., Kansas City, Mo. S

239—LEXINGTON, Ashland, Ky., sd Sun., 9:30 a. m., 4th Sun., 7 p. m., cor. 17th st. & Greenup ave.  
W. U. Carr, 217 E Central C  
T. J. Kentner, 14th & Lexington ave. S  
C. W. McDonald, S

240—HIAWATHA, Marquette, Mich., sd & 4th Sun., 2 p. m., Keough hall.  
W. Preston, 624 N. 3d st. C  
D. Vaughan, 201 Mather st. S

241—DE SOTO, De Soto, Mo., 1st & 3d Sun., K. P. hall.  
J. R. Turner, C  
L. A. Crandall, box 455 S

242—NIPISSING, North Bay, Ont., sd & 4th Mon., I. O. O. F. hall.  
Jos. Falby, C  
H. A. Washburn, box 602 S

243—MISSOULA, Missoula, Mont., 1st & 3d Sun., 2 p. m., Elks' hall.  
R. E. Christy, 301 R. R. ave. C  
K. A. Rodins, 115 R. R. ave. S

244—PIKE'S PEAK, Colorado Springs, Colo., every Sat., 7:30 p. m., K. P. hall.  
F. F. Lyons, 602 S 16th st. C  
B. L. Beynon, 531 E. Platte av. S

245—WINFIELD, Arkansas City, Kan., 1st & 3d Sun., 2 p. m., Red Men's hall, 101 S. Summit.  
C. P. Odowd, 839 S E st. C  
O. A. Slane, box 212 S

246—JOHN MCCONIFF, Wymore, Neb., 1st, 3d & 5th Sun., 10 a. m., W. O. W. hall.  
W. E. Coke, C  
J. D. Pennington, L. box 145 S

247—FISHER'S PEAK, Trinidad, Colo., 1st & 3d Sun., 2:30 p. m., Elks' hall, E. Main.  
Maurice O'Connor, 213 Johnson ave. C  
Geo. C. Bateman, 201 E Main S

248—TUSCUMBIA, Tuscumbia, Ala., sd Sun., 2:30 p. m., 4th Sun., 7:30 p. m., K. P. hall.  
W. D. Short, C  
W. J. Legg, Stevenson, Ala. S

249—MT. TACOMA, Tacoma, Wash., sd & 4th Sun., 1:30 p. m., Pythian Temple, 926 C st.  
D. A. Black, 904 S. Tac. ave. C  
G. H. Herbert, 513 E 30th st. S

250—TWIN CITY, Bristol, Va., sd & 4th Sun., 2 p. m., Masonic hall, Virginia St., Va.  
W. H. Nave, 1205 Broad st. C  
W. W. Boas, 808 Penn. ave., Bristol, Tenn. S

251—COTTON BELT, Pine Bluff, Ark., every Sun., 2:30 p. m., K. P. hall, sd & Chestnut.  
W. P. Smith, C  
F. M. Culver, 1021 E. 7th ave. S

252—HOLY CROSS, Leadville, Colo., 1st & 3d Sun., 7:30 p. m., I. O. O. F. hall.  
H. H. Long, 224 E. 10th st. C  
I. Van Dyne, box 683 S

253—GOGEBIC, Ashland, Wis., sd & 4th Sun., 10 a. m., Eagles' hall, 511 W. sd st.  
C. L. Durkee, 408 3d st. E. C  
F. G. Johnson, 312 3d ave E. S

254—CLOVER LEAF, Frankfort, Ind., sd & 4th Sun., 2 p. m., Woodman hall.  
Jno. D. Fortune, 701 N Main C  
Chas. E. Stone, 350 E Paris st. S

255—MOUNTAIN, Medicine Hat, Alberta, sd & 4th Sun., 14 k., Cochran's hall.  
Fred Russell, C  
Thos. C. Blatchford, S

256—SAN GABRIEL, Smithville, Tex., sd & 4th Sun., 2 p. m., K. P. hall.  
A. R. Tober, C  
G. M. Loughbridge, S

257—WASHITA VALLEY, El Reno, Okla., every Sun., 2:30 p. m.  
R. E. Conduitt, 700 W. Wade C  
I. N. Wilson, 600 W. Hayes S

258—ABERDEEN, Aberdeen, S. D., sd Sun., 2 p. m., A. O. U. W. hall.  
Jno. T. Wheeler, 717 3d ave E. C  
C. A. Nelson, 512 2d ave. S. E. S

259—FOND DU LAC, Fond du Lac, Wis., 1st & 3d Sun., 2 p. m., Woodman hall.  
E. Sweeney, 319 Forest ave. C  
V. O. Zimmerman, 409 Wisconsin ave., No. Fond du Lac, Wis. S

260—ELLENSBURG, Ellensburg, Wash., 1st & 2d Sun., 3 p. m., I. O. O. F. hall.  
*F. P. White*.....C  
*T. B. LaRue*, 2d & Walnut sta.S

261—SAN LUIS, San Luis Potosi, Mex., every Mon., 8 p. m., 3a Morales, No. 18.  
*W. D. Ives*, Apartado 171....C  
*W. H. Turner*, Apartado 298.S  
*W. H. Simpson*, 3a Reforma 4.

262—RED RIVER, Cleburne, Tex., every Sun., 7:30 p. m., K. P. hall.  
*D. F. O'Brien*, 815 N. Anglin..C  
*W. E. Nowlin*, 422 W. Wilson.S

263—CUMBERLAND, Cumberland, Md., 2d Sun., 1:30 p. m. 4th Sat., 8 p. m., I. O. O. F. hall.  
*J. B. Conlehan*, 339 N. Center.C  
*John Craddock*, 23 Elm st....S

264—RALEIGH, Raleigh, N. C., 2d & 4th Sun., I. O. O. F. hall.  
*T. F. Willson*.....C  
*W. W. Newman*, box 222....S

265—CHANUTE, Chanute, Kas., 2d & 4th Sun., 2 p. m., A. O. U. W. hall.  
*A. J. Sunday*, 112½ W. Main..C  
*Peter Farrell*, 205 W. 3d st....S

266—STAKED PLAINS, Big Springs, Tex., every Monday, 3 p. m., Eagles' hall.  
*J. H. Paylor*, box 461.....C  
*W. H. Lane*, box 461.....S  
*W. A. Mathis*, box 295.

267—PACIFIC, Vancouver, B. C., 3d Fri., 20 k., O'Brien hall.  
*Jas. Wright*, 1032 Davie st....C  
*Geo. W. Hatch*, 761 Beatty st..S

268—MARION, Marion, Ia., 2d & 4th Sun., 7:30 p. m., Memorial hall.  
*F. B. Cornelius*, N. 12th st....C  
*G. H. Vandercook*.....S

269—BORDER CITY, Van Buren, Ark., every Thurs., 2 p. m., Lynch hall, Main st.  
*A. E. Shattuck*, box 2.....C  
*J. F. Adkins*, box 513.....S  
*Wm. Wells*, box 513.

270—YOUNGSTOWN, Youngstown, O., 2d & 4th Sun., 2 p. m., Knights of St. John hall.  
*G. A. Happer*, 524 Holmes st..C  
*F. L. McFarlin*, 516 Thorn st..S

271—CAPE FEAR, Wilmington, N. C., 2d & 4th Sun., 2 p. m., K. P. hall.  
*W. H. Pemberton*, 715 Dock st.C  
*W. E. Merritt*, 114 Princess st.S

272—MONTANA, Havre, Mont., 1st & 3d Sun., 2:30 p. m., Chestnut hall.  
*C. B. Griffin*.....C  
*A. D. Smith*.....S

273—GUERNSEY, Cambridge, O., 2d & 4th Sun., 2 p. m., Pathfinders' hall, Wheeling av.  
*C. M. Wilson*, 217 Highland..C  
*E. D. Galloway*, 423 S. 7th st..S

274—KAUKAUNA, Green Bay, Wis., 1st Sun., 2 p. m., 3d Sun., 7 p. m., Eagles' hall.  
*D. P. Maley*, 430 N. Ashland ave.....C  
*E. C. McWilliams*, 903 Kellogg st.....S

275—GUADALUPE, Yoakum, Tex., every Sun., 3 p. m., Red Men's hall, Orth bldg.  
*G. J. Burleigh*.....C  
*C. T. Wade*, box 264.....S

276—PRAIRIE VIEW, Goodland, Kans., 1st & 3d Sun., 1:30 p. m., Masonic hall.  
*G. K. Fike*.....C  
*Wm. McKinney*.....S  
*L. B. Luther*.

277—FAN HANDLE, Wellington, Kan., every Sun., 2:30 p. m., Masonic hall.  
*M. A. Wuner*, 609 S. Washington st.....C  
*C. B. Isenhour*, 625 S. Jefferson st.....S

278—DENNISON, Dennison, O., 1st Tues., 1 p. m., 3d Sun., 7:30 p. m., 2d & Grant sta.  
*C. B. Polen*.....C  
*John A. Gray*, box 111.....S  
*George M. Beck*, 131 N. Monrow ave., Columbus, O.

279—MISSOURI, Jefferson City, Mo., 2d & 4th Sun., 2:30 p. m., I. O. O. F. hall.  
*P. W. Siak*, 107 Madison....C  
*Geo. C. Delaplain*, 121 W. Ashley.....S

280—BESSEMER, Albion, Pa., 1st & 3d Mon., 2 p. m., I. O. O. F. hall, State & Main.  
*S. D. Naylor*.....C  
*J. A. Hall*.....S

281—GLENWOOD, Pittsburg, Pa., 1st Sun., 2:30 p. m., 3d Sun., 2:30 p. m., Hazlewood Trust Co. hall.  
*John McElwee*, Allegheny Terrace.....C  
*W. M. Simpley*, R. F. D. 13, Atwater, O.....S

282—NEEDLES, Needles, Cal., Thurs., 2:30 p. m., K. P. hall.  
*F. W. Searle*, box 316.....C  
*H. N. Thompson*, box 74.....S

283—MARCELINE, Marceline, Mo., 1st & 3d Sun., 2:30 p. m., I. O. O. F. hall.  
*C. D. Williams*.....C  
*S. R. Feller*.....S

284—SUL ROSS, Waco, Tex., 2d & 4th Sat., 8 p. m., Macabees hall, Austin ave.  
*A. G. Hawkins*.....C  
*W. S. Gillespie*, 111 S. 4th st..S

285—SPOKANE, Spokane, Wash., 1st & 3d Sun., 7:30 p. m., Eagles' hall, Symons blk.  
*T. S. McEachran*, 316 Temple Court.....C  
*Jesse Hustable*, E. 104 Indiana ave.....S

286—KAKABEKA, Ft. Williams, Ont., 2d & 4th Sun., 14:30 k., Carpenters' hall, May st.  
*L. L. Pelther*, 226 Cameron st..C  
*W. V. Hurdon*, 1201 Victoria ave.....S

287—OBRAR, San Marcial, N. M., Mon., 2 p. m., Masonic hall.  
*G. M. Lewis*.....C  
*E. M. Quinlan*.....S  
*J. M. Harrison*, box 155, Albuquerque, N. M.

288—SUPERIOR, West Superior, Wis., 1st & 3d Sun., 2:30 p. m., Odd Fellows' hall.  
*A. C. Smith*, 1302 Baxter ave..C  
*E. R. Smith*, 1201 16th st....S  
*J. Parkhill*, 1707 Ogden ave.

289—WELLSVILLE, Wellsville, O., 1st & 3d Sun., 1:30 p. m., I. O. O. F. hall, 5th & Main.  
*W. H. Johnson*, 1712 Clark..C  
*F. J. Pecker*, 403 14th st....S

290—WINGO, Paducah, Ky., every Sun., 2 p. m., K. C. hall.  
*J. S. Wesson*, 705 S. 13th st..C  
*T. J. Flynn*, 1135 Clay st....S

291—MORRIS, Hoboken, N. J., 2d & 4th Wed., 10 a. m., Resking's hall, 127 Hudson st.  
*Palmer Jeffers*, 199A N. 11th st., Newark, N. J.....C  
*Wm. S. Newman*, 61 Arnold Terrace, S. Orange, N. J....S

292—DEER LICK, Chicago, O., 1st & 3d Sun., O. R. C. hall.  
*J. B. Talbot*.....C  
*E. M. Forbes*.....S

293—CHAS. MURRAY, Chicago, Ill., 2d & 4th Wed., 2:30 p. m., Central Park hall, cor. Lake st. & Francisco ave.  
*Geo. S. Lane*, 419 5th ave., Maywood, Ill.....C  
*John A. Lewis*, 54 N. Wash-tonaw ave.....S

294—NEW JERSEY, Trenton, N. J., 1st & 3d Sun., 2 p. m., Arcade bldg., W. State st.  
*C. J. Scheeler*, 48 Charles st..C  
*J. J. Coleman*, 342 Brunswick..S

295—LORAIN, Lorain, O., 1st Sat., 7:30 p. m., 3d Mon., 9:30 a. m., K. P. hall.  
*J. J. Pollock*, 526 Everett st..C  
*J. H. Petterson*, 227 Everett st..S

296—C. W. CLEMENT, Rutland, Vt., 3d Sun., 6:30 p. m., G. A. R. hall.  
*T. C. Corcoran*, 40 East st...C  
*W. E. Amblo*, 87 Maple st....S

297—SOMERSET, Oakdale, Tenn., every Tues., 7:30 p. m., Alby's hall.  
*Geo. Neikerk*, Sta. "A" Somerset, Ky.....C  
*H. O. Gann*, Jacksboro st., Station "A", Somerset, Ky...S

298—KANSAS, Herington, Kan., 2d & 4th Sun., 2 p. m., I. O. O. F. hall, N. Broadway.  
*Albert B. Pearson*, box 1276...C  
*W. F. Thornburg*, box 663....S

299—LIMA, Lima, O., 2d & 4th Sun., 2 p. m., Mitchell hall.  
*G. G. Bashore*, 520 S. Main..C  
*O. D. Fisher*, Holland blk....S

300—DODGE CITY, Dodge City, Kan., every Sat., 1:30 p. m., Masonic hall.  
*Geo. D. Pond*.....C  
*J. A. Corry*.....S

301—SEYMOUR, Seymour, Ind., 2d & 4th Sun., 2 p. m., Masonic Temple.  
*H. Brown*.....C  
*J. W. Cuddahoe*, 202 E. 2d st..S  
*Ford Cos*, 418 E. 2d st.

302—LAFAYETTE, Lafayette, Ind., 1st & 3d Sun., 2:30 p. m., I. O. R. M. hall.  
*A. T. Pearson*, 1000 Hartford.C  
*Charles Bloom*, 1119 Union st..S

303—NEW ALBANY, New Albany, Ind., 1st & 3d Sun., 9:30 a. m., K. & L. of H. hall.  
*G. S. Hice*, 1306 E. Market st.C  
*W. E. Russell*, 1201 E. Main..S  
*T. C. Laughlin*, 703 E. Main st.

304—PEARL RIVER, Canton, Miss., 1st & 3d Sun., 4 p. m., K. P. hall.  
*O. A. Harrison*.....C  
*A. W. Moss*, Water Valley, Miss.....S

308—LA GRANDE, La Grande, Ore., 1st & 3d Sun., 7:30 p. m. Elks' hall.  
*Frank O'Hare* .....C  
*C. M. Graham*, Box 114, R. F. D. No. 1.....S

306—BAY, W. Bay City, Mich., 2d & 4th Sun., 11 a. m., 505 Walker Bldg.  
*Theo. Soderquist*, 308 N. Linn. C  
*E. F. Richards*, 205 Marquette S

307—JERSEY CENTRAL, Elisabeth, N. J., 2d Wed. 10 a. m., & 4th Sun. 2:30 p. m., Assembly hall.  
*Geo. B. Van Nortwick*, 84 W. Cliff st., Somerville, N. J. ....C  
*Philip Backer*, 64 South st., Somerville, N. J. ....S

308—BLUFF CITY, Mt. Carmel, Ill., 1st & 3d Sun., 2:30 p. m., I. O. O. F. hall.  
*J. E. Drake* .....C  
*A. J. Reeves*, 107 W. 2d st. ....S

309—W. H. WRIGHT, Youngwood, Pa., 1st Sun. 9:30 a. m., 3d Sun. 7 p. m., I.O.O.F. hall.  
*H. C. Weimer* .....C  
*J. S. Best* .....S

310—MOBILE, Mobile, Ala., 1st & 3d Sun., 2 p. m., Royal and St. Michael st.  
*T. C. Byrne*, 54 S. Dearborn. C  
*P. M. Hickey*, 108 Dauphin. S

311—WAYCROSS, Waycross, Ga., 2d & 4th Sun., 10 a. m., Masonic hall, Plant ave.  
*R. H. Halyburton*, 19 Jane st. C  
*J. S. Bough*, 77 Albany ave. S

312—DEFENDER, Weehawken, N. J., 2d Mon. 9:30 a. m., & 4th Sun., 1:30 p. m., Franz's Meeting Place, Union Hill.  
*W. K. French*, 239 3d st. ....C  
*J. Clark Sheldon*, 7 1st st., Clifton Park, N. J. ....S

313—SAN XAVIER, Tucson, Ariz., every Sun., 1:30 p. m., A. O. U. W. hall, E. Cong. st.  
*Alonso Haley*, box 322.....C  
*P. J. Davatz*, box 322.....S

314—ALLEGHENY CITY, Allegheny, Pa., 2d & 4th Sun., 2 p. m., I. O. O. F. hall.  
*E. A. Stanley*, 28 Woodland ave. ....C  
*P. Rafferty*, Bryant ave., Bellevue, Pa. ....S

315—NEGOMIS, Chapleau, Ont. 1st & 3d Sun., 2 p. m., I. O. O. F. hall.  
*Ed. Pearson* .....C  
*A. Sweetney*, box 142.....S

316—SHAWNEE, Shawnee, Okla. 1st & 3d Sun., 2 p. m., I. O. O. F. hall, N. Broadway.  
*A. S. Pace*, 404 N. Kickapoo. C  
*D. A. Crafton*, box 461.....S

317—ELM CITY, New Haven, Conn., 1st & 3d Sun., 10:30 a. m., I.O.O.F. hall, 95 Crown. J. Wall, 20 Cassius st. ....C  
*P. J. Flanagan*, 272 Portsea st. S

318—ASHEVILLE, Asheville, N. C., 1st & 3d Sun., 11 a. m., O. R. C. hall, Depot st.  
*Thos. Wakefield*, Mountford hotel .....C  
*C. L. Felmet*, 347 W. Haywood. S

319—KEOWEE, Greenville, S. C., every Sun., 2:30 p. m., Carpenters' hall.  
*M. C. Green*, 30 Monroe st. C  
*C. E. Bull*, 820 Hampton ave. S  
*J. C. Atwood*, 209 Frank st.

320—MIAMI VALLEY, Dayton, O., 1st & 3d Sun., 2 p. m., I. O. O. F. hall, 5th st.  
*C. W. Long*, 324 Warren.....C  
*F. E. Nichols*, 1507 Brown st. S

321—EASTER, Springfield, Mo., 2d & 4th Mon., 2 p. m., K. F. hall, College st.  
*B. S. Shirk*, 467 E. Walnut st. C  
*O. E. Risser*, 1345 N. Jefferson. C  
*C. H. Hazell*, 615 W. Walnut.

322—MAPLE LEAF, Lindsay, Ont., 1st & 3d Sun., 2 p. m., 27 Kent st., Forresters' hall.  
*W. Mercer* .....C  
*F. Shaw*, box 20.....S

323—CONGAREM, Columbia, S. C., every Sun., 10 a. m., State Bank bldg.  
*T. A. Cobb*, 1319 Lumber st. C  
*Jas. L. Davis*, 1509 Main st. S

324—BLUEFIELD, Bluefield, W. Va., every Sun., 2 p. m., Red Men's hall, Bluefield ave.  
*E. D. Evans*, 115 Beasley st. S

325—GRAND JUNCTION, Grand Junction, Colo., 1st & 3d Thur. 2 p. m., Elks' hall.  
*H. Marsters* .....C  
*A. F. McCabe*, 403 Ouray ave. S

326—NEW CASTLE, New Castle, Pa., 1st Sat., 3d Fri., 7:30 p. m., K. P. hall.  
*W. T. Saul*, 514 W. Cherry st. C  
*W. J. Spurrier*, 210 W. Cherry. S

327—GOLDEN RULE, Effingham, Ill., 1st Sun., 10 a. m., I. O. O. F. hall, Main st.  
*L. M. Hough* .....C  
*W. J. Underriner* .....S

328—LAKE PARK, Hillsboro, Tex., every Wed., 7:30 p. m., B. R. T. hall, 114 S. Waco st.  
*T. B. Watson*, 111 Matthew. C  
*C. S. McKee*, 269 Matthew st. S

329—CHAMPION CITY, Springfield O., 1st & 3d Sun., 1:30 p. m., P. O. S. A. hall.  
*C. F. Phleger*, 921 Clifton ave. C  
*Von Oren*, 1619 S. Fountain ave. ....S

330—EMPORIA, Emporia, Kan., 1st & 3d Sun., 2 p. m., K. P. hall, 626 Commercial st.  
*C. L. Jacobs*, 503 Union st. C  
*H. W. Hedgecock*, 226 Neosho. S

331—SUSQUEHANNA, Columbia, Pa., 1st & 3d Sun., 1:30 p. m., Eagles' hall, 3d & Locust.  
*P. Morarity*, Front & Union. C  
*H. R. Haefner*, 20 N. 5th st. S

332—JONESBORO, Illinois, Mo., 1st & 3d Sun. 7:30 p. m., Doty hall.  
*O. R. Detrick* .....C  
*I. W. McColgan*, box 62.....S

333—RENOVO, Renovo, Pa., 2d & 4th Sun., 1:30 p. m., I. O. O. F. hall, 6th st.  
*Wm. J. Buck* .....C  
*Wm. F. Deckard*, box 321.....S  
*M. T. Cummings*.

334—AVONDALE, Birmingham, Ala., 1st & 3d Sun., 2 p. m., 1820½ 4th ave.  
*H. L. Cox*, 5109 1st ave., Woodlawn, Ala. ....C  
*T. J. Allen, Jr.*, 5044 1st ave., Woodlawn, Ala. ....S

335—CONCORD, Concord, N. H., 3d Sun., 11:30 a. m., G. A. R. hall, N. Main st.  
*J. Follensbee*, 91 Warren st. C  
*A. B. Bean*, 20 Rumford st. S

336—DULUTH, Duluth, Minn., 2d & 4th Sun., 2 p. m., Maccabees hall, 224 W. 1st st.  
*Jno. M. McNaughton*, 222 W. 3d st., Flat H. ....C  
*Fred C. Bahr*, 2127 W. 1st st. S

337—BALTIMORE, Baltimore, Md., 2d & 4th Sun., 2 p. m., Mechanics' hall.  
*Henry Long*, Forest Park. ....C  
*J. E. Gary*, Mt. Winans. Md. S

338—WICHITA, Wichita, Kan., 2d & 4th Sun., 7:30 p. m., Maccabee hall, 211 E. Douglas.  
*L. W. Creager*, 415 W. 2d st. C  
*A. Anderson*, L. box 844.....S

339—WASHINGTON, Washington, Ind., 2d & 4th Sun., 9:30 a. m., Fire station hall.  
*W. H. Allen*, 229 Front st. ....C  
*H. R. Thorpe*, 1302 State st. S

340—GLADSTONE, Gladstone, Mich., 2d & 4th Sun., 10 a. m., Fraternity hall.  
*David Bailly*, box 277.....C  
*I. B. Byers*, box 447.....S

341—CANADAWARAN, Norwich, N. Y., 1st Sun. 2 p. m., Red Men's hall, Cook blk.  
*Chas. T. King*, Pine Villa. ....C  
*C. W. Dorman*, 47 Front st. S

342—OVERLAND, Junction City, Kans., 1st & 3d Sun., 3:30 p. m., Union hall.  
*J. E. Cave*, 1327 Euclid Ave., Kansas City, Mo. ....C  
*R. B. Cunningham*, R. Rte. 3. S

343—BLUE VALLEY, Fairbury, Neb., 2d & 4th Sun., 2:30 p. m., K. & L. of H. hall.  
*T. H. Mitchell*, 923 6th st. ....C  
*J. L. Hutchison*, 922 5th st. S

344—EAST TORONTO, York, Ont., 2d Mon., 7:30 p. m., 4th Mon., 2:30 p. m., Snells hall.  
*R. G. Cleverdon*, 33 Osborne ave., E. Toronto, Ont. ....C  
*G. Prescott*, 1469 Danforth ave., E. Toronto, Ont. ....S  
*John White*, 92 Swanwick ave. E. Toronto, Ont.

345—WEST TORONTO, Toronto Junction, Ont., 2d & 4th Sun., 2:30 p. m., James blk.  
*W. E. Hind*, 141 Annette st., W. Toronto, Ont. ....C  
*G. A. Wood*, 57 Empress Crescent, Toronto, Ont. ....S

346—YELLOW RIVER VALLEY, Tomah, Wis., 1st & 3d Sun., 10 a. m., I. O. O. F. hall.  
*Thos. Moran* .....C  
*H. B. Keeler*, box 531.....S  
*C. A. Dunn*.

347—JULIEN, Dubuque, Ia., 2d Sun., & 4th Mon., at 2 p. m., Union hall, 1965 Couler ave.  
*G. R. Hibbard*, 2072 Jackson. C  
*J. H. Bassett*, 1987 Washington st. ....S

348—TIPTON, Tipton, Ind., 1st & 3d Sun., 10 a. m., Maccabees hall.  
*F. E. C. Heriman* .....C  
*A. O'Beirne* .....S

349—CREWE, Crewe, Va., 2d & 4th Sun., 10 a. m., Masonic hall.  
*J. W. Harding* .....C  
*J. L. Morris* .....S

350—SEATTLE, Seattle, Wash., 2d & 4th Sun., 10 a. m., 1923½ 1st ave.  
*Phin. Reed*, 1132 63d West. C  
*James R. McLean*, 1700 16th. S

351—THREE STATES, Portsmouth, O., 2d & 4th Sun., 1 p. m., Clay & Robinson.  
W. G. Hopkins, 560 Lexington ave., Newport, Ky.....C  
L. C. Payne, 440 E. 12th st....S

352—KIEWATIN, Kenora, Ont. 1st & 3d Sun., 14:30 k. l. O. O. F. hall.  
D. Kay.....C  
A. Hargrove, box 34.....S

353—MINNEWAUKON, Es-  
therville, Ia., 3d Sun., 10 a. m. K. P. hall.  
C. L. Mudge.....C  
W. A. O'Neil, 915 E. Maple...S

354—HAGERSTOWN, Hager-  
town, Md., 1st & 3d Sun., 2 p. m., Hose hall, S. Potomac.  
J. D. Booz, 230 Summit ave...C  
J. W. Nichols, 563 W. Wash-  
ington st. ....S

355—ALLANDALE, Allandale,  
Ont., 3d Sun., 2:30 p. m.,  
Trainmen's hall.  
A. Klehn.....C  
P. Heard, box 16.....S

356—BLACK EAGLE, Great  
Falls, Mont., 2d & 4th Sun.,  
7:30 p. m., Doswald hall.  
J. H. Hall, box 410.....C  
Oto Bjornstad, box 325.....S

357—CONNELLSVILLE, Con-  
nellsville, Pa., 2d Sun., 7 p. m.,  
4th Sun., 1:30 p. m. I.O.O.F. hall  
W. S. Shuman, 310 E. Francis.C  
D. T. Hirleman, 410 E. Francis.S

358—LADAS, Thayer, Mo., 1st  
& 3d Sun., 9 a. m., Boyd's hall  
O. T. Vestal, L. box 235.....C  
J. W. Lewis, L. box 222.....S

359—EXCELSIOR, East Albany,  
N. Y., 1st Sun., 10:30 a. m.,  
Vaughan hall, Rensselaer.  
John L. Farmerton, 430 Broad-  
way, Rensselaer, N. Y.....C  
John P. Kilmer, 1447 Broad-  
way, Rensselaer, N. Y.....S  
John J. Ryan, 68 Elm st, Rens-  
selaer, N. Y.

360—MARTIN CLANCY, Two  
Harbors, Minn., 2d & 4th Sun.,  
2:15 p. m., K. P. hall.  
Paul Barcomb.....C  
D. W. Owens.....S

361—VALLEY, Valley Junction,  
Ia., 2d & 4th Sun., 10:30 a.  
m., Fraternal hall.  
J. A. Gibson, box 184.....C  
R. W. Porter, box 215.....S

362—VERNON, Nevada, Mo.,  
2d & 4th Sun., 2:30 p. m., K.  
P. hall, Cherry & Cedar sts.  
R. Elliott, 610 E. Walnut st...C  
G. C. Hedges, 720 S. Cedar st..S

363—SUGAR CITY, Norfolk,  
Neb., 1st Wed. 8 p. m., 3d Sun.,  
2 p. m., Railway Employees' hall  
A. G. Heckman, 720 S. 1st st...C  
E. B. Taylor, 1205 Cleveland...S

364—GOLDEN GATE, Oakland,  
Cal., every Sat., 7:45 p. m.,  
Pythian Castle, 12th & Alice.  
M. A. Ruble, 1900 Nason st.,  
Alameda, Cal. ....C  
T. A. Hughes, 2286 West st...S

365—ALFRED BECK, Pensa-  
cola, Fla., 2d & 4th Sun., 9:30  
a. m., K. of P. hall.  
G. B. McGill, 706 E. Jackson..C  
E. M. Wilson, 619 N. Haynes..S

366—LEEDS, Brockville, Ont.,  
1st Mon., 2 p. m., A. O. U. W.  
hall, King st.  
Jas. Splan.....C  
R. McConachie, box 533.....S

367—McCOMB CITY, McComb  
City, Miss., 1st & 3d Sun., 2  
p. m., Masonic hall.  
H. L. Price.....C  
E. L. McLaurine.....S  
R. S. Price.

368—ARGENTINE, Argentine,  
Kan., 1st & 3d Sun., 2 p. m.,  
Firemen's hall.  
B. F. Wyatt, 20 S. 7th st....C  
D. P. Feich, 120 N. 11th st...S

369—PARKERSBURG, Park-  
ersburg, W. Va., 1st & 3d Sun.  
2:30 p. m., Fraternal hall.  
C. D. Lang, 812 Wood st....C  
C. W. Ebert, 1201 Murdock...S

370—PROVIDENCE, Providence,  
R. I., 2d & 4th Sun., 2 p. m.,  
Mannan hall, 433 Westminster.  
B. F. Harrington, 251 Car-  
penter st. ....C  
W. A. Doran, 80 Douglas ave...S

371—LIVINGSTON, Livingston,  
Mont., 1st & 3d Sun., 2:30 p.  
m., Masonic Temple.  
B. E. Moyle, 119 N. C. st....C  
Frank Shelver, 318 S. 6th st..S

372—CORTEZ, Raton, N. M.,  
Sun., 2:30 p. m., I.O.O.F. hall  
J. H. Fisher, box 264.....C  
R. F. Purdy, 321 N. 3d st....S

373—FOX RIVER, Green Bay,  
Wis., 2d & 4th Sun., 2 p. m.,  
K. P. hall.  
C. H. Smith, 510 School Place.C  
F. H. Seymour, 802 Cora st...S

374—INDEPENDENT, Elmira,  
N. Y., 1st & 3d Sun., 2:30 p.  
m., Red Men's hall.  
J. J. Lyons, 507 Baldwin st...C  
F. M. Collier, 1316½ Lake st..S  
B. L. Bennett, 1006 College ave.

375—GOLD COIN, Canon City,  
Colo., 4th Sun., 8 p. m., Elks  
hall.  
W. H. Hammond, 710 River...C  
A. H. Smith, 1215 Macon ave..S

376—C. F. WILCOX, Montpel-  
ier, O., 2d & 4th Wed., 2 p.  
m., Odd Fellows' hall.  
N. J. Schafer, box 42.....C  
F. E. Rundel, box 42.....S

377—JOLIET, Joliet, Ill., 2d &  
4th Sun., 3 p. m., Castle hall.  
F. W. Hensel, 1513 E. Cass st.C  
B. B. French, 102 Winston ave.S

378—CAPITOL, Washington, D.  
C., 2d & 4th Sat., 8 p. m., Home  
Ins. bldg., 5th & G sts, N. W.  
S. A. Beard, 132 11th st. S.E..C  
W. P. Miller, box 15, Berwyn,  
Prince George Co., Md.....S

379—CORBIN, Corbin, Ky., Sun.  
9:30 a. m., I.O.O.F. hall, Main.  
A. B. Johnson.....C  
W. C. Killinger.....S

380—CADD0, Mena, Ark., Sun.,  
2:30 p. m., Tobin hall.  
R. L. Gordon.....C  
Warren Hurlbert, box 246...S

381—HOWELL, Evansville, Ind.  
1st & 3d Sun., 2 p. m., 115 4th  
st., Dickman bldg.  
W. C. McLean, 916 U. 8th st..C  
L. B. White, box 84.....S

382—PITTSBURG, Pittsburg,  
Kan., 1st & 3d Sun., 2:30 p.  
m., A.O.U.W. hall, 126½ E 3d  
J. W. Nichols, 608 N. Pine....C  
Joseph Mooney, 725 E. 8th st..S  
W. B. Comer, 1304 N. Joplin.

383—ALGIERS, Lafayette, La.,  
Sun., 2:30 p. m., K. P. hall.  
Chas. H. Lusted.....C  
J. J. Vanderlinden, 349 Belle-  
ville st., Algiers, La.....S

384—LIBERTY ISLE, Totten-  
ville, N. Y., 4th Sun., 2 p. m.,  
K. P. hall, Amboy ave.  
F. Seguin, 98 Washington st.,  
Perth Amboy, N. J.....C  
W. J. Reeves.....S

385—IONIA, Ionia, Mich., 2d &  
4th Sun., 10 a. m., Trades &  
Labor hall, Main st.  
A. W. Merriam, 316 E. Wash-  
ington st. ....C  
Chas. L. D. Kench, 415 E.  
Main st. ....S

386—E. ST. LOUIS, E. St.  
Louis, Ill., 1st & 3d Sun., 1:30  
p. m., Music hall.  
Wm. H. Ray, 917 St. Louis ave.C  
J. J. Wagner, box 45, Venice  
Ill. ....S

387—U. S. HUGHES, Anderson,  
Ind., 1st & 3d Sun., 2 p. m.,  
cor. 9th & Central ave.  
Bert Thomas, 1127 Spann ave..C  
Fred Kent, 104 E. Maple st.,  
Wabash, Ind. ....S  
R. Palmer, 28 E. Market st.,  
Wabash, Ind.

388—ALTON, Alton, Ill., 2d  
Sun., 7 p. m., K. P. hall.  
J. C. McGuan, 1228 Belle st..C  
R. M. Brown, 1217 Main st...S

389—ALBUQUERQUE, Albu-  
querque, N. M., every Mon., 2  
p. m., Odd Fellows' hall.  
G. H. Frost, 302 W. Hunting..C  
F. A. Nohl, 217 N. Walter st..S

390—SMOKY VALLEY, Hois-  
ington, Kan., 2d & 4th Sun.,  
2:30 p. m., New Masonic hall.  
J. B. Loubarger.....C  
Geo. W. Frits, box 433.....S

391—LONG ISLAND, Long Is-  
land City, N. Y., 2d & 4th Tues.  
12:30 p. m., Smithsonian hall.  
N. L. Barton, Patchogue, N.Y..C  
F. C. Newton, Port Jefferson,  
N. Y. ....S

392—ORANGE GROVE, San  
Bernardino, Cal., 2d & 4th Sat.  
8 p. m., Native Sons' hall.  
A. W. Cowan, 606 G st.....C  
E. A. Vahey, R. D. No. 1.....S

393—MOOSE JAW, Moose Jaw,  
Saskatchewan, 1st & 3d Sun.,  
14 k., Hitchcock's hall.  
A. L. McIntosh, box 609.....C  
W. S. Baxter, box 103.....S

394—CHOCTAW, Haileyville,  
Okla., 1st & 3d Sun., 2:30 p.  
m., Masonic hall.  
R. W. Hallum, So. McAlester,  
Okla. ....C  
J. H. Combs, box 396, Wilbur-  
ton, Okla. ....S

395—SALT LAKE, Salt Lake  
City, Utah, 2d & 4th Sun., 2  
p. m., K. P. hall, S. Main st.  
N. S. Swortwood, 389 E. st...C  
E. C. McCulloch, 22 Wellington  
Court .....S

396—LONGVIEW, Longview,  
Tex., every Sun., 10 a.  
m., O. R. C. hall.  
S. M. Anderson.....C  
B. T. Stelson, 104 S. 2d st...S

397—KENTON, Covington, Ky., 1st & 3d Sun., 9:30 a. m., K. P. hall, Pike & Madison. W. G. Woodward, 15th & Madison ave. ....C  
W. S. Mead, 2020 Garrard st..S

398—DEL RIO, Del Rio, Tex., 1st & 3d Wed., 2:30 p. m., Block's hall. T. J. Weed.....C  
S. B. Buchanan, box 237.....S

399—LAREDO, Laredo, Tex., Mon., 9:30 a. m., K. P. hall. Geo. M. Gibson.....C  
W. H. Dunn.....S

400—WELDON SPRINGS, Clinton Ill., 1st & 3d Sun., 2:30 p. m., B. of L. F. hall. Thos. J. Boyle, 421 W Adams.C  
V. B. Daniels, 115 N Elizabeth.S

401—VETERAN, Lehighton, Pa., 2d Tues. 2 p. m., 4th Tues., 7:30 p. m., Rebers' hall, S. 1st st. James N. Miller.....C  
W. E. Xander, L. Box 204.....S

402—MASSILLON, Massillon, O., 1st Mon., 7 p. m., & 3d Sun., 1 p. m., Jr. O. U. A. M. hall, 19 E. Main st. I. F. Stamets, 441 S. Erie st..C  
E. H. Krause, Wellington, O..S

403—BANGOR, Bangor, Me., 2d Sun., 2 p. m., 116 Main st. John L. Frost, 58 Kendusky..C  
W. W. Worth, 7 Brimmer st., Brewer, Me.....S

404—SAN JOAQUIN, Kern City, Cal., 2d & 4th Fri., 8 p. m., K. P. hall, 621 I st. D. S. Weir, 833 I st.....C  
C. P. Badger, 707 K st.....S

405—MISSABE, Proctor, Minn., 1st & 3d Sun., 9 a. m., Village hall. J. E. Code.....C  
Wm. Chisholm.....S

406—MONMOUTH, Monmouth, Ill., 2d & 4th Sun., 8 p. m., G. A. R. hall. John Littell, 421 S. 2d ave....C  
J. T. Darling, 314 S. B st.....S

407—ELK RIVER, Cranbrook, B. C., 2d & 4th Tues., 19:30 k. Carmen hall. D. Hopkins.....C  
D. J. Speers.....S

408—EVANSTON, Evanston, Wyo., 1st & 3d Thurs., 2:30 p. m., A. O. U. W. hall. A. R. Murray, Box 416.....C  
H. J. Zipp.....S

409—TWENTIETH CENTURY, Salem, Ill., 1st Sat., 7:30 p. m., 3d Sun., 9:30 a. m., B. R. T. hall, Schwartz bldg. A. W. Stanford.....C  
Frank Boyd.....S  
W. B. Henderson

410—BELLE PLAINE, Belle Plaine, Ia., 2d Mon., 10 a. m., 4th Sun., 2:30 p. m., Red Men's hall. V. E. Linsley.....C  
Thomas Ogden.....S

411—PUEBLA, Puebla, Mex., every Wed., 8:30 p. m., 2-da Calle Juarez. I. C. Whiting, Apartado 116..C  
C. A. DeVanev. Apartado 116..S

412—SEQUOIA, Fresno, Cal., 1st & 3d Sun., 2:30 p. m., Union hall. P. G. Deyo, 909 T st.....C  
S. M. Henderson, 116 Thesta st.S

413—RAY STATE, Boston, Mass., 1st Sun., 10:30 a. m., 2d Thurs., 1:30 p. m., E. L. E. hall. E. M. Roberts, 39 Cambridge..C  
Royal E. Beal, 179 Broadway, Lawrence, Mass.....S

414—KALISPELL, Whitefish, Mont., 1st & 3d Sun., 2:30 p. m., Masonic hall. E. A. Logan.....C  
M. S. Hurley.....S  
L. A. Bruchhouser

415—WELEETKA, Sapulpa, Okla., every Sun., 2:30 p. m., I. O. O. F. hall. Chas. Moore.....C  
Felix Smith.....S

416—POTTSVILLE, Pottsville, Pa., 2d & 4th Sun., 1:30 p. m., Mountain City bldg. Curtis H. Hartz, Cressona, Pa.C  
L. B. Wilson, 402 Fairview st..S  
J. Fielding.

417—WOODSVILLE, Woods-ville, N. H., 1st & 3d Sun., 10:00 a. m., Davidson's hall. O. A. Long, box 197.....C  
George G. Shute, box 101.....S

418—PRINCETON, Princeton, Ind., 2d & 4th Sun., 9:30 a. m., Union hall, S. Seminary. G. R. Swearingen, 623 S. Seminary st.....C  
J. D. Ryan, 604 S. Prince st..S

419—SHREVEPORT, Shreveport La., 2d & 4th Sun., 2:30 p. m., K. P. hall, Market st. Bert Kelsey, 1753 Park ave....C  
R. T. Layne, 416 Allen ave....S

420—MOUNT RUNDLE, Stel-larton, N. S., 1st Sun., 14 k., Stuart's hall. F. D. Black.....C  
M. McGilivray, box 209.....S

421—PECOS VALLEY, Amar-illo, Texas, 1st & 3d Sun., 2:30 p. m., 2d & 4th Sun., 8:00 p. m., I. O. O. F. hall. F. Livermore, 200 Johnson st.C  
E. L. Taylor, 403 Lincoln st..S

422—CAPE CITY, Chaffee, Mo., 1st & 3d Sun., 2 p. m., 2d & 4th Mon., 7:30 p. m., Byrd's hall. John Bohan.....C  
E. H. Riggs, Crystal City, Mo. box 764.....S

423—DALHART, Dalhart, Tex., 2d & 4th Sun., 2:30 p. m., B. R. T. hall, North Side. R. A. Tracy, box 292.....C  
Jno. M. Sammons, box 273.....S

424—DEEP WATER, Gulfport, Miss., 2d & 4th Sun., 1 p. m., Masonic hall. Geo. P. Dorsey, R.F.D. No.2 Jackson, Miss.....C  
E. Langworthy, 1301 30th ave..S

425—EUREKA SPRINGS, Eureka Springs, Ark., 1st & 3d Sun., 1:30 p. m., Floyd Wadsworth hall. N. J. Groves, 158 Spring st..C  
W. N. Cobb, L. Box, Leslie, Ark.....S

426—ANTHRACITE, Dunmore, Pa., 2d & 4th Sun., 2 p. m., hall over Dunmore depot. A. E. Snyder, Dudley st.....C  
W. E. Corvill, 232 Cherry st..S

427—BOX BUTTE, Alliance, Neb., every Tues., 2 p. m., K. C. hall. I. A. Armour, 822 Box Butte..C  
T. R. Rendall, 822 Cheyenne av.S

428—MONCLOVA, Monclova, Mex., every Monday at 7:30 p. m., Quinn's hall. W. A. Winchell, Monclova Estacion, Mex.....C  
E. J. Sturgis, box 18, Mon-clova Estacion, Mex.....S

429—LOCK CITY, Sault Ste. Marie, Mich., 1st & 3d Sun., 2:30 p. m., K. of C. hall. F. E. Swift, 526 Elizabeth st..C  
Jno. Hawkshaw, Sault Ste. Marie, Ont., care A. C. Ry..S

430—McLENNAN, Mart, Tex., 2d & 4th Sun., 2:30 p. m., K. P. hall. N. D. Wheeler.....C  
C. M. McIntosh, box 212.....S

431—GUILFORD, Greensboro, N. C., 2d & 4th Sun., 2 p. m., K. P. hall, S. Elm st. W. S. Witherspoon, 729 Pear-son st.....C  
C. B. Guthrie, 411 E. Lee st..S

432—MONTERREY, Monter-rey, N. L., Mex. Saturday 2 p. m., 206 Calle De Puebla. H. E. Jones, 48 Calzado De Progreso.....C  
C. F. Bezanson, 79 Calzada Union.....S  
B. H. Herbin, Roosevelt hotel.

433—"AT LAST," Pittsairn, Pa., 2d Sun., 7:30 p. m., I. O. O. F. hall. J. S. Lingelbaugh.....C  
J. E. Holohan, Wall, Pa.....S

434—GREENVILLE, Greenville, Texas, every Sun., 4 p. m., Levy bldg. G. C. Zachry.....C  
Burt Spaulding.....S  
E. F. Odell.

435—WEST BRANCH, Clear-field, Pa., 2d & 4th Sun., 2:30 p. m., O. U. A. M. hall. H. Dukeman, Daisy st.....C  
H. I. Caldwell, Nichols st.....S  
P. G. Johnson, Daisy st.

436—CHIHUAHUA, Chihuahua Shops, Mex., Sundays 10:00 a. m., O. R. C. hall. J. J. Dorcy, box 2.....C  
T. K. Eccles.....S

437—TRUE BLUE, Eldon, Ia., 2d & 4th Sun., 2 p. m., K. P. hall. R. E. Vandyke.....C  
I. Forrest.....S

438—OSAGE, Eldon, Mo., 1st & 3d Sun., 1:30 p. m., Ma-sonic hall. W. J. Mudgett.....C  
H. N. Johnston.....S

439—BIG HORN, Sheridan, Wyo., every Monday 2 p. m., K. P. hall. H. Johnson, 645 Gladstone st..C  
J. O. West, 244 Lewis st.....S

440—PACIFIC, San Luis, Obispo, Cal., 1st Sun., 2:30 p. m., and 3d Sun., 7 p. m., Eagle's hall. B. Heuser.....C  
W. A. Keeler.....S

441—MT. BLANCA, Alamosa, Colo., 2d & 4th Sun., 7:30 p. m., Kinch hall. G. B. Cole.....C  
Robt. Ginn, box 167.....S

442—N. D. SCOTT, Wheeling, W. Va., 2d & 4th Sun., 7:30 p. m., Trades Assembly hall. A. A. Gans, 43 18th st.....C  
W. W. Beggs, Bridgeport, O..S

443—BUTLER, Du Bois, Pa., 1st & 3d Sun., 1 p. m., Eagles hall, Long ave.  
J. J. Reid, 400 3d st.....C  
R. B. Reed, 110 3d st.....S

444—OLEAN, Olean, N. Y., 1st & 3d Sun., 7:30 p. m., Sheehan hall.  
W. F. Metcalf, 431 N. 1st st..C  
O. D. Miller, 113½ N. 8th st..S

445—DELMAR, Delmar, Md., 2d & 4th Sun., 3:00 p. m., Masonic hall.  
C. A. Elliott, Delmar, Del....C  
H. M. Waller, Delmar, Del....S

446—ATLANTIC CITY, Atlantic City, N. J., 2d & 4th Sun., 1:30 p. m., Cor. Atlantic and Michigan ave.  
Geo. C. Harr, 1715 Cayuga st., Philadelphia, Pa.....C  
J. H. Lance, Hammonton, N. J..S

447—CHARTIERS VALLEY, Carnegie, Pa., 1st Sun., 1 p. m., 3d Wed., 6 p. m., Masonic hall.  
K. N. Rogers, Sheridanville, Pa.....C  
F. R. Thomas, 111 Dickman st..S

448—BRECKENRIDGE, Breckenridge, Minn., 1st Sun., 10:30 a. m., 3d Sun., 2:30 p. m., K. P. hall.  
T. N. Crowder.....C  
W. A. O'Kane.....S

449—HARRISBURG, Harrisburg, Pa., 2d & 4th Sun., 1:30 p. m., Frackler's hall.  
E. F. Richwine, 349 S. 14th st.C  
W. W. Starnier, 444 S. 14th st..S  
E. T. Rafferty, box 251

450—POTOMAC, Alexandria, Va., 1st & 3d Sun., 2:30 p. m., over National Bank.  
R. H. Sherman, 218 N. Fairfax st.....C  
W. B. Smithers, 116 N. Columbus st.....S

451—HAMLET, Hamlet, N. C., 1st & 4th Sun., 2 p. m., E. L. E. hall.  
W. B. Carson, box 261.....C  
C. A. White, box 317.....S

452—RAILSBACH, Richmond, Ind., 2d Sun., 2:30 p. m., 4th Sun., 7:30 p. m., Red Men's hall.  
L. E. Wellbaum, 6 Ft. Wayne ave.....C  
V. D. Noland, 119 N. 16th st..S

453—ENDERLIN, Enderlin, N. D., 1st & 3d Sun., 2 p. m., Masonic hall.  
W. W. Shaw.....C  
T. L. Longley.....S

454—HUNTER, Marshall, Tex., 1st & 3d Sun., 2 p. m., K. P. hall.  
F. L. Jordan, 405 N. Bolivar ..C  
W. F. Thompson, 401 N. Washington st.....S  
E. H. Neimayer, 601 N. Bolivar

455—FILLIYAW, Florence, S. C., 1st & 3d Sun., 8:30 p. m., Masonic Temple.  
J. V. Harker.....C  
L. C. Jones, box 123.....S

456—EVERETT, Everett, Wash., 2d & 4th Sun., 8 p. m., I. O. O. F. hall, Westmore ave.  
N. Pettier, 2021 Summit st....C  
T. F. O'Day, 2201 Walnut st..S

457—GEORGIA, Atlanta, Ga., every Sun., 2 p. m., Kiser bldg.  
W. A. Woodall, Ft. Valley, Ga.C  
W. N. Harkins, 52 E. Georgia..S

458—LAKELAND, Lakeland, Fla., every Sun., 10 a. m., K. P. hall.  
J. D. Wadkins.....C  
W. T. Overstreet, L. box 348..S

459—CHAMPAIGN, Champaign, Ill., 2d Tuca., 7 p. m., 4th Sun., 3 p. m., Engineers' hall.  
E. G. Johnston, 636 S. Randolph st.....C  
W. H. McGee, 606 S. State st..S

460—KOKANE, Nelson, B. C., 2d Sun., 14 k. Fraternity hall.  
T. C. Peck, Midway, B. C....C  
A. Halkett, box 216.....S  
J. Bradshaw, box 628.

461—WHITEHALL, Whitehall, N. Y., 2d & 4th Sun., 3 p. m., cor. Canal & Saunders sta.  
J. E. Rhodes.....C  
Geo. A. Hale, box 253.....S  
O. S. Benjamin.

462—ANTIGO, Antigo, Wis., 1st & 3d Sun., 10 a. m., Elks' hall.  
D. H. Duval, 1018 3d ave....C  
D. E. Rockwood, 837 1st ave..S

463—CALGARY, Calgary, Alberta, 2d & 4th Sun., 14:30 k. I. O. O. F. hall.  
D. McNeil, 203 14th ave. E...C  
F. Lance, 237 14th ave. E.....S

464—BRANDON, Brandon, Man., 2d & 4th Sun., 14 k., Odd Fellows' hall, 8th st.  
S. R. Smith.....C  
Thos. Brownlee, box 604.....S  
C. R. Rupp.

465—E. SALAMANCA, E. Salamanca, N. Y., 1st & 3d Sun., 7:30 p. m., Union hall.  
M. J. Donnellan, Care Wildwood house.....C  
M. Griffin, 76 Forman st., Bradford, Pa.....S

466—INGOT, Houghton, Mich., 1st Thurs., & 3d Sun., 8:30 p. m., Hartman's hall.  
C. E. Avery, 241 Albion st....C  
F. P. Robins, 331 Edwards st..S

467—WABASH TERMINAL, Carnegie, Pa., 3d Sun., 1:30 p. m., Odd Fellows' hall.  
L. C. Bigleman, gen. del., Pittsburg, Pa.....C  
J. S. Aitkin, R. F. D. 2.....S

468—ENID, Enid, Okla., 1st & 3d Sun., 7:30 p. m., Masonic hall.  
J. W. Gettel, 904 N. Grand...C  
W. F. Leslie, 902 W. Randolph..S

469—GARLAND CITY, Watertown, N. Y., 1st Mon., 8 p. m., 3d Sun., 2:30 p. m., K. P. hall.  
S. A. Jones, 644 Leroy st....C  
E. D. Bennett, 524 Stone st...S

470—MISSION, Los Angeles, Cal., 1st Fri., 2 p. m., 3d Sat., 8 p. m., Korbel hall, 1st and State.  
C. R. Miller, 618 Cit. Nat. Bk..C  
C. M. Hitchens, 1662 W. Jefferson st.....S

471—MONONGAHELA, Pittsburg, Pa., 2d Sun., 7:30 p. m., 4th Sun., 10:30 a. m., 27th & Sarah.  
Edw. Murray, 1119 Hayes ave.  
Carrick, Pa.....C  
W. R. Williams, N. View & Oakley sts., S. S.....S

472—FAIRMONT, Fairmont, W. Va., 1st Sun., 2:30 p. m., 3d Sat., 7:30 p. m., Red Men's hall.  
W. C. Myers, 115 State st....C  
F. H. Brumage, 408 Market st.S

473—SHAWMUT, St. Mary's, Pa., 2d & 4th Sun., 2 p. m., Hall's Bldg., 100 St. Mary st.C  
C. E. Decker, 46 St. Marys st.C  
A. J. Leary, 4th st.....S

474—COPPER CITY, Douglas, Ariz., 1st & 3d Fri., 8 p. m. I. O. O. F. hall.  
T. J. Gentry, 1048 14th st....C  
W. N. Mayo, box 521.....S

475—WHITE RIVER, Crane, Mo., 2d & 4th Sun., 7 p. m., Masonic hall.  
Robert Douglas.....C  
R. W. Kelly.....S

476—OKLAHOMA, Oklahoma City, Okla., 2d & 4th Sun., 10:30 a. m., Eagles' hall.  
W. E. Zink, 317 E. 3d st....C  
W. L. Hopkins, 20 W. 5th st..S

477—VIRGINIA, Charlottesville, Va., 2d Mon., 2 p. m., 4th Sat., 7:30 p. m., Odd Fellows' hall.  
J. S. Wilson, 205 Monticello..C  
R. W. Childress, 5 Belmont ave.S

478—MIZPAH, Goldfield, Nev., 1st & 3d Fri., 8 p. m., Carpenters' Union hall.  
W. A. Cheek, Mina, Nev. ....C  
K. D. Speer, box 1937.....S

479—MILAN, Milan, Mo., 2d & 4th Sun., K. P. hall.  
E. Morton, Quincy, Ill.....C  
H. H. Tittle.....S

480—PINEY WOODS, Silsbee, Tex., 1st & 3d Sun., 1:30 p. m., K. P. hall.  
J. W. Nelms, box 42.....C  
T. H. White, box 32.....S

481—BELLEFONTAINE, Bellefontaine, O., 2d & 4th Sun., 2 p. m.  
John Hayes, 2214 Depot st., Indianapolis, Ind.....C  
A. Loehr, 208 Oakland Sq....S

482—CEDAR VALLEY, Cedar town, Ga., 1st & 3d Sun., 2 p. m., Holmes & Pitts Bldg.  
L. C. Morgan.....C  
T. F. Thompson.....S

483—MINOT, Minot, N. D., 2d & 4th Sun., 2:30 p. m., Wheeler hall.  
A. J. Davis.....C  
T. F. Records, box 285.....S

484—COLONEL LULL, Chambersburg, Pa., 1st & 3d Sun., 2:30 p. m., K. of G. E. hall.  
M. L. Keller, 308 E. Wash. st.C  
W. L. Dornberger, 559 Broad st.S

485—ETOWAH, Etowah, Tenn., Sun., 2 p. m., O. R. C. hall.  
J. L. Brenizer.....C  
A. P. Burgin.....S

486—BOURBON, Paris, Ky., 1st & 3d Sun., 1 p. m., Elks' hall.  
H. E. Arnold, 248 Winchester.C  
J. M. Smelser.....S

487—MT. STEPHEN, Revelstoke, B. C., 2d Fri., 19 k., & 4th Sun., 14 k., Selkirk hall.  
A. J. Patterson, Kamloops, B.C.C  
J. J. Porter, box 275.....S

488—WILLIAMSPORT, Newberry, Pa., 2d & 4th Sun., 1 p. m. I. O. O. F. hall, Arch & Water.  
O. A. Herman, Hughesville, Pa.C  
J. F. Cupp, 2406 W. 4th st...S

489—RIVIERE DU LOUP, Riviere du Loup, Quebec, 2d & 4th Mon., 7 p. m. B. L. E. hall  
J. N. St. Pierre, Riviere du Loup Station, P. Q. ....C  
P. E. King, Riviere du Loup Station, P. Q. ....S

490—PAVONIA, Jersey City, N. J., 3d Sun., 2 p. m., Union hall, cor. 4th and Grove.  
L. F. Giococchio, 16 Main st.  
W. Orange, N. J. ....C  
J. P. Ferson, 50 W. Hamilton Place ....S

491—WESTON, Weston, W. Va. 1st & 3d Sun., 1:30 p. m., I. O. O. F. hall, Main st.  
David Curran ....C  
W. F. Miles, box 318. ....S

492—CANASTOGA, Palmerston, Ont., 2d Sun., 2:30 p. m., A. O. U. W. hall, Main st.  
F. L. Lewis ....C  
P. W. Cordingly ....S

493—MT. UNION, Prescott, Ariz., 2d & 4th Sun., 8 p. m., I. O. O. F. hall.  
Thos. W. Spratt ....C  
H. E. Shaw ....S

494—WINDSOR, Windsor, Ont. 2d & 4th Sun., 2:30 p. m., Victoria hall, Fleming blk.  
R. F. Whyte, 104 Victoria ave. C  
Godber Jackson, 114 Goyeau st. S

495—BATTLEFORD, North Battleford, Saskatchewan, 2d & 4th Sun., 14 k., Battleford Trading Co. hall, Main st.  
J. L. Cameron, box 19. ....C  
W. O. Fowler, Hotel Sask. ....S

496—WAPELLO, Ottumwa, Ia., 2d Sun., & 4th Mon., 7:30 p. m., B. of L. F. & E. hall.  
P. H. Hahn, 224 N. McLean. C  
F. C. Bell, 528 W. 2d st. ....S

497—QUEEN'S POINT, Keyser, W. Va., 1st Sun., 3d Mon., 1:30 p. m., Odd Fellows' hall.  
W. B. Newman, 107 Main st. C  
J. T. Compton, 457 Barnes st. S  
J. M. Cather, 361 Piedmont st.

498—HILLYARD, Hillyard, Wash., 2d & 4th Sun., 10 a. m., I. O. O. F. hall.  
R. E. Banks. ....C  
S. L. Cowles, box 163. ....S

499—OUACHITA VALLEY, Monroe, La., 2d & 4th Sun., 2 p. m., Red Men's hall.  
J. W. Wayland, 900 St. John. C  
F. J. Bailey, 817 St. Ann st., Alexandria, La. ....S

500—NEW LONDON, New London, Conn., 2d & 4th Sun., 2 p. m., Mohegan Lodge room.  
F. W. Newell, 841 Bank st. C  
Geo. L. Spafford, 105 Broad st. S

501—SAMUEL SPENCER, Murphysboro, Ill., 1st & 4th Sun., 2:30 p. m., A. O. U. W. hall.  
E. F. Gilmore, 1605 Walnut st. C  
H. L. Johnson, 1905 Elm st. S

502—WHEELER, Elkins, W. Va., 1st Sat. 8:30 p. m., 3d Sun. 1 p. m., K. P. hall, 3d st.  
A. H. Glenn, 24 Chestnut st. C  
B. F. Knaggs, 208 Buffalo st. S

503—MT. LOWE, Los Angeles, Cal., 2d & 4th Sun., 10 a. m., Roaler hall, 1500 N. Main st.  
L. M. Hamilton, 1233 Elden. C  
H. L. Mall, 321 S. Olive st. S

504—MONROE, Monroe, N. C., 2d & 4th Sun., 2:30 p. m., Masonic hall.  
S. H. Green. ....C  
A. L. Dearing, box 503. ....S

505—HAZLETON, Hazleton, Pa. 1st & 3d Sun., 2 p. m., Union hall.  
Frank McBairty, 444 E. Walnut st. ....C  
G. L. Winters, 430 E. Walnut. S

506—FITZGERALD, Fitzgerald, Ga., 1st & 3d Sun., 1:30 p. m., I. O. O. F. hall.  
I. T. Bass, Oglethorpe, Ga. ....C  
J. F. Thompson. ....S

507—TEAGUE, Teague, Tex., 2:30 p. m., O. R. C. hall.  
C. F. Hamilton. ....C  
A. P. Martin, box 122. ....S

508—HAMMOND, Hammond, Ind., 2d Sun., 2 p. m., & 4th Sun., 7 p. m., Weis hall.  
E. G. Steineck, 620 Truman ave. C  
J. C. Collins, 645 Summer st. S

509—JOHN STEVENSON, Villa Grove, Ill., 1st & 4th Sun., 2 p. m., I. O. O. F. hall.  
S. M. Collins. ....C  
J. P. Scott, box 157. ....S

510—CROOKSTON, Crookston, Minn., 2d & 4th Sun., 8:30 p. m., Viking Chorus hall.  
D. F. Miller, O'Brien blk. ....C  
P. C. Keeley, 103 Washington. S

511—COLUMBUS, Columbus, Miss., every Sun., 9 a. m., B. L. E. hall, Main st.  
E. B. Taylor, 1117 College ave. C  
T. M. McCaul, 919 4th ave. N. S

512—MOUNT NAIRN, Dauphin Man., 2d & 4th Sun., 14:30 k., I. O. O. F. hall.  
D. L. Cox. ....C  
G. A. Clay, box 121. ....S

513—LUDLOW, Ludlow, Ky., 1st & 3d Sun., 1:30 p. m., I. O. O. F. hall, Elm & Butler.  
O. A. Haley, 12 Davis st. ....C  
J. E. Honey, 103 Elm st. ....S

514—GRAND ISLAND, Grand Island, Neb., 1st & 3d Sun., 2 p. m., I. O. O. F. hall.  
Gid J. Hall, 215 W. 8th st. C  
F. Costello, 102 E. 6th st. S

515—TEXOKLA, Wichita Falls, Tex., Sun., 2 p. m., K. P. hall.  
B. C. Mon Pleasure, Argyle hotel. ....C  
J. E. Barry, box 611. ....S

516—VALLEY FORGE, Norristown, Pa., 2d & 4th Sun., 1:30 p. m., Odd Fellows' Temple.  
I. J. Vercoe, Bridgeport, Pa. C  
H. A. Ruppe, Taylor House, 221 DeKalb st. ....S

517—KANAWHA, Dickinson, W. Va., 2d & 4th Sun., 3 p. m., I. O. O. F. hall.  
J. E. Ratliff, Quincy, W. Va. C  
G. W. Douglass, Quincy, W. Va. ....S

518—SHASTA, Dunsmuir, Cal., 1st & 2d Sun., 7 p. m., Branstetter's hall.  
E. R. Croston, Ashland, Ore. C  
W. H. Bartges, 426 B st. Ashland, Ore. ....S

519—COMMUNIPAW, Jersey City, N. J., 2d & 4th Mon., 9:30 a. m., VanHorn & Communipaw ave.  
Daniel Eastman, 166 Claremont ave. ....C  
Sanford Carpenter, 59 Monitor. S

520—BULLFROG, Las Vegas, Nev., 1st & 3d Mon., 7:30 p. m., Hickey's hall, Front st.  
C. M. McGovern, box 121. ....C  
C. E. Doren, box 274. ....S

521—CANTON, Canton, O., 1st & 3d Sun., 1:30 p. m., East hall, N. Market.  
L. B. Brown, 1923 E. 4th st. C  
J. H. Fry, 829 Harriett st. S

522—PRATT, Pratt, Kans., 2d & 4th Sun., 2 p. m., W. A. hall.  
Ben F. Beam, box 595. ....C  
A. J. Hall, L. box 424. ....S

523—ROYAL BLUE, Flora, Ill., 1st & 3d Sun., 1 p. m., Woodman's hall.  
G. A. Hawer, North ave. and Main st. ....C  
H. W. Murray, box 120. ....S

524—KINGSTON, Kingston, N. Y., 4th Sun. 9:30 a. m., Cooney's hall.  
J. W. Howley, 131 Elmendorf st. ....C  
M. J. Cunningham, West Shore Ry. Sta. ....S

525—ELDORADO, Eldorado, Ark., 1st & 3d Sun., 8 p. m., B. of L. F. hall.  
I. W. Dixon. ....C  
W. A. Hope, box 238. ....S

526—TORREON, Torreon, Mex. 1st & 3d Sun., 10:30 a. m., 2d & 4th Sun., 7:30 p. m., Masonic hall, Ramos Arizpi 120.  
J. H. Thompson, 1510 Ave. Morelas. ....C  
W. E. Spooner, 204 Juan de Fuente. ....S

527—SOUTHLAND, Jacksonville, Tex., 2d & 4th Sun., 2 p. m., K. P. hall.  
A. Felton. ....C  
J. W. Taylor, box 302. ....S

528—MILES CITY, Miles City, Mont., 1st & 3d Sun., 2 p. m., Wibaux hall, Main st.  
Geo. F. Cobb. ....C  
R. E. Pennewell. ....S

529—THREE FORKS, Three Forks, Mont., 1st & 3d Sun. 1:30 p. m., Russell hall.  
E. B. Velten. ....C  
J. W. Drake. ....S

530—WM. PENN., West Philadelphia, Pa., 1st & 3d Sun. 2 p. m., Schneider hall.  
H. L. Hines, 1712 N. Wilton st. C  
W. S. Wear, 4329 Westminster ave. ....S

531—ENTERPRISE-ROAD, Parry Sound, Ont., 2d & 4th Sun. 2 p. m., Hagan's hall.  
J. M. Hamilton, 14 Montrose ave., Toronto, Ont. ....C  
A. A. McEwan, River st. ....S

532—MIZPAH, San Rafael, Cal. 1st & 3d Wed., 8 p. m., Masonic hall, 4th st.  
Jas. L. Haley, 107 5th st. ....C  
E. M. Bullock. ....S

533—LEVIS, Levis, P. Q., 2d Fri., & 4th Sun., 2 p. m., Ar-tisan hall, 15 Eden st.  
I. Bouthilllette. ....C  
L. Gingras, Etchemin Bridge, P. Q. ....S

534—HOXIE, Hoxie, Ark., 1st & 3d Sun., 7:30 p. m., 2d & 4th Sun., 2 p. m., Whalen hall.  
M. E. Shaffner.....C  
J. L. Foster, box 131.....S

535—ROCKY MOUNT, Rocky Mount, N. C., 2d & 4th Sun. 10 a. m., Elks' hall.  
C. M. Bartholomew.....C  
G. H. Young.....S

536—THUNDER BAY, Port Arthur, Ont., 2d & 4th Mon., 14 E. I. O. O. F. hall, Arthur st.  
A. Boldue, 68 Jean st.....C  
E. Thomson, 103 Algoma st.....S

537—TUCUMCARI, Tucumcari, N. M., every Sun. 7:30 p. m., I.O.O.F. hall.  
Emory Brown.....C  
C. M. Parsons, box 205.....S

538—AMERICUS, Americus, Ga., 2d Sun. 9:30 a. m. 4th Sun. 1:30 p. m., K. P. hall, Windsor ave.  
G. W. Poole, Jackson ave.....C  
H. C. Turner, 20 Lee st.....S

539—THIEF RIVER FALLS, Thief River Falls, Minn., 2d & 4th Sun., 10 a. m., Masonic Temple.  
G. W. Nicholson.....C  
P. J. Keeley.....S

540—GUADALAJARA, Guadalajara, Mex., every Sat., 8 p. m., Masonic hall.  
H. W. Dockendorf, care F. C. C. M.....C  
D. A. Kelly, F.C.C.M., Yurecuaro, Mich, Mexico.....S

541—SASKATCHEWAN, Melville, Sask., 1st & 3d Sun. 14k, Commons hall.  
J. A. Albrant.....C  
H. J. Robinson, Acting.....S

542—PRAIRIE CITY, Lethbridge, Alberta, 2d & 4th Sun. eve., Labor Temple.  
Sam Hayes.....C  
J. J. Ferrier.....S

543—TIM JEWETT, Jackson, Miss., 1st & 3d Sun., 10 a. m., Pythian Temple.  
J. A. Fulmer, box 52, W. Jackson Station.....C  
W. O. Rea, 454 W. Silas Brown St.....S

544—RUSSELLVILLE, Russellville Ky., 1st Mon., & 3d Sun., 8 p. m., Masonic hall, Main st.  
E. H. Tooley.....C  
A. Whitaker.....S

545—CLINCHFIELD, Johnson City, Tenn., 2d & 4th Sat., 8:30 p. m., K. P. hall.  
Lynch Thompson.....C  
J. E. Wade.....S

546—MERIWETHER, Manchester, Ga., 2d & 4th Sun. 2 p. m.  
O. A. McCain.....C  
W. B. Faircloth.....S

547—BRAZIL, Brazil, Ind., 2d & 4th Sun., 3:30 p. m., K. P. hall.  
C. H. Wilbert, 104 E. Logan st.C  
F. L. Richmond, 403 S. Chicago ave. ....S

548—STARVED ROCK, Ladd, Ill., 2d Mon., 7:30 p. m., 4th Sun., 2 p. m., I. O. O. F. hall.  
H. Hill.....C  
F. C. Ziel.....S

549—EGYPTIAN, Carbondale, Ill., 2d Sun. 9:30 a. m., 4th Sun., 7:30 p. m., Masonic hall.  
J. E. Youngblood, 3950 Russell ave., St. Louis, Mo.....C  
A. E. Damon, 501 N. East st..S

550—EAST COAST, Miami, Fla., 1st & 3d Sun., 10 a. m., Ullendorff hall.  
J. W. Dillon, 707 Ave. C.....C  
S. D. Cochran, 435 4th st.....S

551—VAUGHN, Vaughn, N. M. every Wed., 7:30 p. m.  
J. W. Finney.....C  
G. M. Durst.....S

552—CONWAY, Freedom, Pa., 2d & 4th Mon., 1:30 p. m., Lewis hall.  
H. J. Fulton, Conway, Pa.....C  
W. H. Wike, lock box 185....S

553—SHERMAN, Sherman, Tex. every Sun., 2 p. m., Labor hall.  
W. R. Siddell, 724 Grand st...C  
H. H. Reed, 922 N. Willow st..S

554—VIRGINIAN, Princeton, W. Va., 1st & 3d Sun., 2 p. m., Carr & Bratton Bldg.  
M. D. Horsfall, 517 17th ave., S. W., Roanoke, Va.....C  
W. H. Myers.....S

555—HUGO, Hugo, Okla., 2d & 4th Sun. 2 p. m., Davis hall.  
C. R. Miller.....C  
J. W. Cook.....S  
Okla., 1st & 3d Sun., 2 p. m., K. P. hall.

556—MUSKOGEE, Muskogee, Okla., 1st & 3d Sun., 2 p. m., K. P. hall.  
A. S. Miller, 702 Denver st....C  
C. E. Valentine, L. Box 423...S

557—

558—McALESTER, N. McAlester, Okla., 1st & 3d Sun., 2 p. m., Masonic hall.  
J. L. Cordial, Box 83.....C  
E. H. McGee.....S

559—

560—



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Springfield, Ill.....S

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W. Stephens, 2007 E. 35th st.,  
Kansas City, Mo.....C  
E. W. Sumpter, 2715 Prospect  
ave., Kansas City, Mo.....S

C. ST. P. M. & O. R. R.  
G. W. Carter, 1906 N. 28th  
st., Omaha, Neb.....C  
J. J. Quinn, 733 Lawson st.,  
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C. C. Talley, 543 Woodward  
st., Cincinnati, O.....S

CINCINNATI NORTH'N RY.  
Wm. Thompkins, Van Wert,  
Ohio.....C  
A. F. Bullis, 600 W. Main  
St., Van Wert, Ohio.....S

C. A. & C. RY.  
W. E. Miller, Orrville, Ohio..C  
J. J. Johnson, 25 Ella st.,  
Orrville, O.....S

C. C. C. & ST. L. RY.  
G. W. Hardesty, 2425 Ashland  
Ave, Indianapolis, Ind.....C  
P. A. Powell, 1260 Warder  
st., Springfield, O.....S

COAL & COKE RY.  
L. D. Morris, Belington, W.  
Va.....C  
D. H. Fink, Gassaway, W. Va..S

COLORADO & SOUTHERN  
J. F. Reilly, 218 E. Kansas  
ave., Trinidad, Colo.....C  
J. B. Jenks, 3365 Hayward  
..Place, Denver, Colo.....S

COLORADO MIDLAND RY.  
W. S. Steele, 1824 Cole ave.,  
Colorado Springs, Colo.....C  
C. S. Gilbert, box 716, Aspen,  
Colo.....S

COLO. STNH. N. O. & PAC.  
C. H. Fewell, 2509 Texas ave.,  
Houston, Tex.....C  
T. H. Foley, 2018 Texas ave.,  
Houston, Tex.....S

COLO. STNH. N. O. & PAC.  
C. H. Fewell, 2509 Texas ave.,  
Houston, Tex.....C  
T. H. Foley, 2018 Texas ave.,  
Houston, Tex.....S

C. S. & C. C. D. RY.  
J. W. Prosser, 215 Lincoln  
ave., Colorado City, Colo....C

COPPER RANGE R. R.  
Geo. Lavenger, 297 Douglas  
st., Houghton, Mich.....C  
Ed. Murray, 287 South st.,  
Houghton, Mich.....S

CUMBERLAND & PENNA.  
C. A. Miller, Mt. Savage, Md.C  
J. F. McGuigan, Westport,  
Md.....S

CUMBERLAND VALLEY  
John Betz, Chambersburg, Pa.C  
D. M. Keefe, 491 E. King  
st., Chambersburg, Pa.....S

DELAWARE & HUDSON CO.  
W. C. Garney, 18 Munsell st.,  
Binghamton, N. Y.....C  
W. D. Hall, R.F.D. 2, Water-  
vliet, N. Y.....S

D. L. & W. R. R.  
J. T. Downey, 61 Sunset ave.,  
Utica, N. Y.....C  
B. L. Bennett, 1006 College  
ave., Elmira, N. Y.....S

DENVER & RIO GRANDE  
Hugh Long, 1217 Clayton st.,  
Denver, Colo.....C  
J. H. Simister, 2239 Van  
Buren ave., Ogden, Utah...S

D. N. W. & P. RY.  
Jas. P. Lefoe, 2609 W. 38th  
ave., Denver Colo. ....C  
Frank Spaulding, 3430 Quivas  
st., Denver, Colo.....S

D. I. F. & N. RY.  
J. H. Spencer, 1828 Hewitt  
st., Des Moines, Ia.....C  
John Johnson, 905 E. Walnut  
st., Des Moines, Ia.....S

D. T. & I. RY.  
Van Oren, 1619 So. Fountain  
ave., Springfield, O.....C

DOMINION ATLANTIC RY.  
N. E. Margeson, Kentville, N. S.C  
J. Minnie, Kentville, N. S....S

DRY FORK RY.  
G. E. Davis, Hendricks, W.  
Va.....C  
T. W. Flanagan, Hendricks,  
W. Va.....S

DULUTH & IRON RANGE  
Paul Barcomb, Two Harbors,  
Minn.....C  
G. E. Mills, Box 702, Two  
Harbors, Minn.....S

D. M. & N. RY.  
Wm. Hickox, Proctor, Minn.C  
N. C. Thomas, Proctor, Minn.S

D. S. & A. RY.  
D. Vaughan, 201 Mather st.,  
Marquette, Mich.....C  
Guy Reed, Flat D., Bdw. Flats,  
Superior, Wis.....S

ELGIN, JOLIET & EASTERN  
F. W. Hensel, 1513 E. Cass  
st., Joliet, Ill.....C  
R. T. Cherry, 102 Hebbard  
st., Joliet, Ill.....S

EL ORO RY.  
D. Merrow, Box 38, El Oro,  
Mex.....C

EL PASO & SOUTHWESTERN  
E. B. Jones, box 356, Tucum-  
cari, N. M.....C  
J. E. Bell, box 271, Carrizozo,  
N. M.....S

ERIE R. R.  
T. Welch, 17 2d st., Port  
Jervis, N. Y.....C  
C. E. Stickels, 110 Temple st.,  
Owego, N. Y.....S

E. & T. H. R. R.  
W. C. McLean, 916 Upper  
8th st., Evansville, Ind....C  
P. W. Maroney, 1700 E.  
Franklin st., Evansville, Ind.S

F. & C. C. R. R.  
F. J. Ives, 819 River st.,  
Canon City, Colo.....C  
A. H. Smith, 1115 Macon ave.,  
Canon City, Colo.....S

FLORIDA EAST COAST RY.  
R. Dilworth, St. Augustine, Fla.C  
B. Hale, 729 W. Monroe st.,  
Jacksonville, Fla.....S

FORT SMITH & WESTERN  
E. S. Lowther, box 288, Guth-  
rie, Okla. ....C  
W. Smith, Ft. Smith, Ark.,  
Care Ft. S. & W. Ry.....S

Ft. W. & D. C. RY.  
J. A. Murphy, 414 Louisiana  
ave., Ft. Worth, Tex.....C  
F. R. Brown, 302 Buchanan st.,  
Amarillo, Texas.....S

FRISCO (ST. L. & S. F.)  
C. H. Hasell, 615 W. Walnut  
st., Springfield, Mo.....C  
E. H. Riggs, Box 764 Crystal  
City, Mo.....S

FRISCO (IN TEXAS.)  
F. E. Davis, 1800 Fairmont  
ave., Fort Worth, Tex.....C  
W. O. Powers, 107 John st.,  
Fort Worth, Tex.....S

GEORGIA R. R.  
J. L. Oliver, 1055 Walnut st.,  
Macon, Ga. ....C  
C. L. McLaughlin, Camak, Ga.S

G. S. & F. RY.  
H. Dickinson, 145 Academy  
st., Macon, Ga.....C  
W. E. Gray, 1542 3d st.,  
Macon, Ga.....S

G. V. & N. RY.  
W. H. Worden, box 700,  
Globe, Ariz. ....C  
R. A. Flood, box 120, Globe,  
Ariz. ....S

GRAND RAPIDS & INDIANA  
Geo. W. Osborne, 218 Brenner  
st., Cadillac, Mich.....C  
L. W. Griffin, 829 Home ave.,  
Grand Rapids, Mich.....S

GRAND TRUNK—EAST.  
Thos. Todd, 202 McNabb st.,  
N. Hamilton, Ont.....C  
M. D. Hushin, Stratford, Ont.S

GRAND TRUNK—WEST.  
M. C. Cary, 1229 Pine Grove  
ave., Port Huron, Mich.....C  
G. E. Houghton, 240 Marston  
ave., Detroit, Mich.....S

GREAT NORTHERN RY.  
T. F. Richardson, Merchants  
Hotel, St. Paul, Minn....C  
H. A. Daniels, 1221 3d st. N.,  
St. Cloud, Minn.....S

GREEN BAY & WESTERN  
F. H. Seymour, 802 Cora st.,  
Green Bay, Wis.....C  
G. W. Biglow, Main & Phil-  
lips, Stevens Point, Wis...S

GULF & SHIP ISLAND R. R.  
C. S. Williams, W. Jackson  
Station, Jackson, Miss...C  
S. A. Winborn, Gulfport, Miss.S

G. C. & S. F. RY.  
H. W. Smith, 515 N. 1st st.,  
Temple, Tex. ....C  
J. V. Russ, Conroe, Tex....S

HALIFAX & S. W. RY.  
H. L. Edwards, Bridgewater,  
N. S. ....C  
H. Mosher, Bridgewater, N. S.S

HOCKING VALLEY RY.  
C. Moeller, 74 E. Engler st.,  
Columbus, Ohio .....C

H. & T. C. R. R.  
W. E. Shipp, 907 N. Gaines  
st., Ennis, Tex.....C  
E. D. Cunningham, 903 Kauf-  
man st., Ennis, Tex.....S

H. E. & W. T. RY.  
J. B. Moore, 2103 Gentry st.,  
Houston, Tex.....C  
A. M. Palmer, 2107 Provi-  
dence, Houston, Tex.....S

H. & B. T. M. R. R.  
G. A. Hickey, Saxton, Pa....C  
O. M. Reid, Saxton, Pa.....S

ILLINOIS CENTRAL R. R.  
J. C. Turner, Canton, Miss...C  
W. H. Wilson, 865 S. 22d st.,  
Louisville, Ky.....S

INDIANA HARBOR BELT  
J. C. Collins, 645 Summer st.,  
Hammond, Ind.....C  
Thos. Isdell, Box 32, Franklin  
Park, Ill.....S

INDIANAPOLIS SOUTHERN  
E. W. Harris, 1647 Hall Place,  
Indianapolis, Ind.....C  
E. N. Vane, 125 Kansas st.,  
Indianapolis, Ind.....S

INDIANAPOLIS UNION RY.  
T. R. Brown, 1722 Lambert  
st., Indianapolis, Ind.....C  
J. F. Vinsant, 213 W. Ver-  
mont st., Indianapolis, Ind.S

INTERCOLONIAL RY.  
W. Crockett, box 473 Mono-  
ton, N. B.....C  
W. M. Thompson, Moncton,  
N. B.....S

I. & G. N. R. R.  
J. L. Burd, Palestine, Tex...C  
J. O. Bowles, Mart, Tex....S

IOWA CENTRAL  
F. A. Roberts, 425 2d Ave.,  
W. Okaloosa, Ia.....C  
P. H. O'Connor, 110 So. D  
St., Monmouth, Ill.....S

KANAWHA & MICHIGAN RY  
S. P. Tinklepaugh, Box 337,  
Middleport, O.....C  
J. M. Caruthers, Middleport, O.S

K. C. M. & O. RY. (MEX.)  
C. W. Powers, Apartado 196,  
Chihuahua, Mex.....C

K. C. M. & O. RY. (U. S.)  
G. F. Tobin, 640 N. Topeka  
ave., Wichita, Kan.....C  
R. C. Ingram, 333 Waco ave.,  
Wichita, Kan. ....S

KANSAS CITY SOUTHERN  
O. Bush, box 415, Mena, Ark...C  
E. E. Rose, Mena, Ark.....S

KINGSTON & PEMBROKE  
T. H. Funnell, 249 Queen st.,  
Kingston, Ont.....C  
Jno. Craig, 169 Rideau st.,  
Kingston, Ont.....S

LAKE ERIE & WESTERN  
J. F. Oldham, 360 E. 5th  
st., Peru, Ind.....C  
J. E. Johnson, 456 1/2 S. Main  
st., Lima, Ohio.....S

L. E. A. & W. R. R.  
S. McGranahan, 580 N. Webb  
ave., Alliance, O.....C  
G. W. Spade, E. Gaskill st.,  
Alliance, O.....S

L. S. & M. S. RY.  
A. V. Newton, 93 W. Oakwood  
Place, Buffalo, N. Y.....C  
A. C. Brown, 921 Marion st.,  
Elkhart, Ind.....S

LAS VEGAS & TONOPAH  
John Tway, Las Vegas, Nev...C  
C. E. Doran, Las Vegas, Nev.S

**LEHIGH & HUDSON RIVER**  
E. B. Pittenger, 10 Randall  
st., Phillipsburg, N. J.....C  
A. J. Decker, 73 4th st., Phil-  
lipsburg, N. J.....S

**LEHIGH VALLEY R. R.**  
H. S. Pennell, Lehighton, Pa....C  
F. C. Brown, 470 N. Main st.,  
Pittston, Pa. ....S

**LONG ISLAND R. R.**  
B. L. Parick, Echo P. O.,  
Pt. Jefferson, L. I., N. Y....C  
W. B. Howard, Long Island  
City, N. Y.....S

**LOUISVILLE & NASHVILLE**  
J. D. Keen, The Parkside,  
Bonny Castle ave., Louis-  
ville, Ky.....C  
E. B. Arnold, 448 Winchester  
st., Paris, Ky.....S

**L. R. & N. CO.**  
T. M. Brittain, 912 Commerce  
st., Shreveport, La.....C  
A. E. How, 1503 Davis st.,  
Shreveport, La.....S

**L. H. & ST. L. RY.**  
T. W. Cartwright, 3d & V sta.,  
Louisville, Ky.....C  
M. L. Howard, 4003 Green-  
wood ave., Louisville, Ky....S

**M. D. & S. R. R.**  
R. C. Garrison, 556 Broad st.,  
Macon, Ga.....C  
W. T. Burke, 1709 3d st.,  
Macon, Ga.....S

**MAINE CENTRAL R. R.**  
G. W. McKenney, 171 Ocean  
st., South Portland, Me....C  
Jas. Lowe, 4 Elm Terrace,  
Waterville, Me.....S

**MARYLAND & PENNA.**  
D. J. Golden, care M. & P.  
Ry., Belair, Md.....C  
J. W. Riley, 5614 Huntingdon,  
Baltimore, Md.....S

**MEXICAN INTERNATIONAL**  
O. L. Rolfe, Monclova, Mex....C  
N. A. Moore, Box 18, Mon-  
clova, Mex.....S

**MEXICAN INTEROCEANIC**  
J. E. McGuire, Puente de So-  
lana 17, Mexico, D. F.....C  
A. E. Ewing, Meson De Sosa,  
15, Puebla, Mexico, E. P....S

**MICHIGAN CENTRAL R. R.**  
John Maher, 308 N. Pleasant  
st., Jackson, Mich.....C  
F. H. Whalen, 305 N. Henry  
st., West Bay City, Mich....S

**MINNEAPOLIS & ST. LOUIS**  
H. D. Maher, 1921 Laurel  
ave., Minneapolis, Minn....C  
E. L. Maher, 313 9th st.,  
Des Moines, Ia.....S

**M. ST. P. & S. S. M. RY.**  
N. McEachern, 1605 Chicago  
ave., Minneapolis, Minn....C  
.....S

**MINN. & INTERNATIONAL**  
J. Golemboske, 511 S. Broad-  
way, Brainerd, Minn.....C  
F. A. Moerke, 613 5th st.,  
Brainerd, Minn.....S

**MISSISSIPPI CENTRAL**  
S. J. Harper, 410 E. Pine St.,  
Hattiesburg, Missa.....C  
W. H. Merritt, 124 New Or-  
leans st., Hattiesburg, Missa.S

**M. E. & T. RY.**  
C. E. Whitney, 916 S. Ver-  
mont, Sedalia, Mo.....C  
W. R. Kirkpatrick, 709 W.  
Woodward, Denison, Tex....S

**MISSOURI PACIFIC SYSTEM**  
W. C. Turner, St. James  
Hotel, St. Louis, Mo.....C  
R. M. Lyons, 307 S. Hard-  
esty ave., Kansas City, Mo..S

**MOBILE & OHIO**  
R. B. Mims, Citronelle, Ala.,  
box 347 .....C  
J. I. Elliott, 1305 3d ave.,  
Columbus, Missa.....S

**M. J. & K. C. R. R.**  
J. W. Mullins, 1012 S. Con-  
ception st., Mobile, Ala.....C  
W. M. Fowler, Middleton,  
Tenn.....S

**NATIONAL LINES OF MEX.**  
J. B. Bedwell, 22 del Chopo  
48 City of Mexico, Mex....C  
T. K. Eccles, Chihuahua  
Shops, Mex. ....S

**NEW YORK & OTTAWA RY.**  
J. A. Hardy, 564 Elgin st.,  
Ottawa, Ont.....C  
W. S. Hunt, 412 Nelson st.,  
Ottawa, Ont.....S

**NEW YORK & PENNA.**  
A. J. Vaughn, Shingle House,  
Pa.....C  
S. H. Kuhn, Box 165, Shingle  
House, Pa.....S

**N. Y. C. & H. R. R. R.**  
M. C. Slattery, 963 Lovejoy  
st., Buffalo, N. Y.....C  
J. A. Peterson, 915 Market st.,  
Williamsport, Pa. ....S

**N. Y. C. & ST. L. R. R.**  
D. C. Connors, Bellevue, O....C  
E. W. Horton, Bellevue, O....S  
N. Y., N. H. & H. R. R.

J. Wall, 20 Cassius st., New  
Haven, Conn.....C  
L. C. Boudreau, 106 Newton  
st., Marlboro, Mass.....S  
N. Y. O. & W. RY.

P. S. Titus, 160 Wash st.,  
Kingston, N. Y.....C  
F. Vincent, 21 Hopper st.,  
Utica, N. Y.....S

**N. Y. P. & N. R. R.**  
H. M. Waller, Delmar, Del....C  
C. A. Elliott, Delmar, Del....S  
N. Y. S. & W. R. R.

P. O. Sullivan, Avoca, Pa....C  
.....S  
**NORFOLK & SOUTHERN**  
R. G. Waddy, 312 Willoughby  
st., Norfolk, Va.....C

S. X. Stevenson, 121 Frank-  
lin st., Suffolk, Va.....S  
**NORFOLK & WESTERN RY.**  
C. C. Horn, 334 Robinson ave.  
Portsmouth, O. ....C

C. B. Davis, Bluefield, W. Va.S  
**NORTHERN ALABAMA RY.**  
C. N. Looney, Sheffield, Ala.C  
G. M. Shackelford, Tuscum-  
bia, Ala.....S

**NORTHERN PACIFIC RY.**  
J. T. Hughes, 1878 Selby ave.,  
St. Paul, Minn.....C  
D. C. Maxwell, Glendive, Mont.S

**NORTHWESTERN PACIFIC.**  
S. J. Dunlap, 20 Shaver St.,  
San Rafael, Cal. ....C  
C. W. Conger, 303 A St.,  
San Rafael, Cal.....S

**O. R. & N. CO.**  
W. M. Buckley, 421 E. 4th  
st., The Dalles, Ore.....C  
R. A. Harmed, Hotel Foley,  
La Grande, Ore.....S

**OREGON SHORT LINE**  
T. W. Charlton, 322 N. 2d  
st. West Sakt Lake City, Utah  
O. Miller, 430 N. Garfield  
ave., Pocatello, Idaho.....S

**PACIFIC COAST RY.**  
R. E. Carey, San Luis Obispo,  
Cal.....C  
R. Manderhied, San Luis  
Obispo, Cal.....S

**P. R. R. (LINES EAST.)**  
G. M. Smith, Bowie, Md.....C  
S. C. Cowen, 1533 Penna ave.,  
Tyrone, Pa.....S

**P. R. R. (LINES WEST.)**  
O. Irwin, 334 Pittsburg st.,  
New Castle, Pa.....C  
D. L. Brown, 347 E. 12th ave.,  
Columbus, O. ....S

**P. & P. U. RY.**  
W. W. Donley, 300 W. Arm-  
strong st., Peoria, Ill.....C  
G. W. Scott, 103 Howat st.,  
Peoria, Ill.....S

**PERE MARQUETTE (U. S.)**  
W. W. Drew, 1022 5th ave.,  
Grand Rapids, Mich.....C  
E. F. Sullivan, 519 N. Frank-  
lin st., Saginaw, Mich....S

**PHILADELPHIA & READING**  
W. L. Elsie, 2343 W. 4th st.,  
Newberry, Pa.....C  
R. J. Kantner, L. Box 733,  
Tamaqua, Pa.....S

**PITTSBURG & LAKE ERIE**  
J. A. Fiske, 818 Ross St.,  
McKees Rocks, Pa.....C  
J. F. Montgomery, 606 Kaplan  
st., Pittsburgh, Pa.....S

**P. C. & Y. RY.**  
John Daley, 916 1st st., Mc-  
Kees Rocks, Pa.....C  
J. B. Pedicord, 1 Grandview  
Flats, McKees Rocks, Pa..S

**P. S. & N. R. R.**  
Wm. Dumjohn, St. Mary's Pa.C  
A. J. Lears, St. Mary's, Pa..S  
**PORTLAND & SEATTLE**

G. J. Bircher, 464 E. 8th st.,  
N., Portland, Ore.....C  
R. S. Blew, care A. & C. Ry.,  
Astoria, Ore.....S

**QUEEN & CRESCENT**  
(North of Meridian.)  
H. C. McNutt, 507 Georgia  
ave., St. Elmo, Tenn.....C  
J. B. Andrews, 3823 Ave. C,  
Avondale, Ala.....S

(South of Meridian.)  
R. L. Wright, 907 Montegut  
st., New Orleans, La.....C  
.....S

**O. O. & K. C. R. R.**  
F. J. Lins, 1516 Brooklyn  
ave., Kansas City, Mo.....C  
Ben Johnson, Milan, Mo.....S

**R. F. & P. R. R.**  
B. Catca, 1410 Floyd Ave.,  
Richmond, Va.....C  
A. H. Moler, 46 N. Y. ave.,  
N. W., Washington, D. C..S

**RIO GRANDE SOUTHERN**  
W. D. Jay, Telluride, Colo....C  
G. Sanders, box 537, Durango,  
Colo. ....S

**RUTLAND R. R.**  
E. A. Prichard, 103 Mont-  
gomery St., Ogdensburg,  
N. Y.....C  
M. Wymaa, 47 West st., Rut-  
land, Vt.....S

**ST. J. & L. C. R. R.**  
I. B. Flint, 115 1-2 Railroad  
st., St. Johnsbury, Vt.....C  
F. P. Cole, 20 Portland st.,  
St. Johnsbury, Vt.....S

ST. J. & G. I. R. R.  
L. N. Miller, 1514 S. 18th st.,  
St. Joseph, Mo.....C  
R. C. Horgan, 2012 S. 5th st.,  
St. Joseph, Mo.....S

ST. L. B. & M. RY.  
A. S. Richardson, box 398,  
Brownsville, Tex.....C  
B. F. Hostrasser, Kingsville,  
Tex.....S

ST. LOUIS SOUTHWESTERN  
J. W. Cheshire, 14th & 8th  
ave., Corsicana, Tex.....C  
C. E. Sparks, Corsicana, Tex..S

S. A. & A. P. RY.  
W. H. Dimaline, Yoakum, Tex.C  
E. C. McGill, Yoakum, Tex..S

S. P., L. A. & S. L. R. R.  
J. E. McCarty, 826 W. 1st  
South St., Salt Lake City, U.C  
I. T. Blackmon, 355 W. 4th  
North St., Salt Lake City, U.S

S. F., P. & P. RY.  
C. E. Loux, Prescott, Ariz...C  
J. McArdle, 208 N. Alarcon  
st., Prescott, Ariz.....S

SEABOARD AIR LINE.  
J. A. Dodson, 1914 High st.,  
Portsmouth, Va. ....C  
W. T. Cox, 621 South st.,  
Portsmouth, Va.....S

SOUTHERN RY.  
R. W. Moore, 66 Rhode Island  
ave. N. W. Washington, D. C.C  
T. H. Williams, 907 W. Main  
st., Richmond, Va.....S

SOUTHERN INDIANA RY.  
W. W. Griffith, 1421 S. 10th  
St., Terre Haute, Ind.....C  
C. E. Kerch, 1463 S. 17th st.,  
Terre Haute, Ind.....S

SOUTHERN PACIFIC (ATL.)  
J. W. Forgason, Rice Hotel,  
Houston, Tex.....C  
S. V. Betters, 517 Hays st.,  
San Antonio, Tex.....S

SOUTHERN PACIFIC (PAC.)  
S. Veatch, Argonaut Hotel,  
San Francisco, Calif.....C  
J. P. Weir, 338 San Jose  
ave., San Francisco, Cal.....S

S. F. & N. RY.  
G. F. Ingraham, Box 116,  
Roslind, B. C.....C  
S. W. Brown, Oroville, Wash..S

SPOKANE INTERNATIONAL  
J. D. Lahey, 118 Augusta  
ave., Spokane, Wash.....C  
John Clark, 512 Riverside,  
Spokane, Wash.....S

S. I. R. T. CO.  
W. J. Reeves, Tottenville, N. Y.C  
.....S

TACOMA EASTERN RY.  
C. G. Hansen, Bismarck, Wash.C  
C. M. Dunlap, Bismarck, Wash.S

TENNESSEE CENTRAL.  
W. H. Beeland, Box 183, Har-  
riman, Tenn. ....C  
C. B. Miller, Monterey, Tenn..S

T. & N. O. RY.  
H. F. Graham, North Bay,  
Ont.....C  
A. Newell, North Bay, Ont...S

TERMINAL R. R., ST. LOUIS  
J. S. Foster, 4322 Arco st.,  
St. Louis, Mo.....C  
.....S

TEXAS & PACIFIC RY.  
M. S. Bogert, 205 Adams st.,  
Ft. Worth, Tex.....C  
.....S

TEXAS CENTRAL R. R.  
A. G. Hawkins, Waco, Tex...C  
H. H. Holt, 524 Dallas st.,  
Waco, Tex.....S

TOLEDO & OHIO CENTRAL  
E. F. Bevan, 57 N. Princeton  
ave., Columbus, Ohio.....C  
E. F. Volk, 467 S. Spring St.,  
Bucyrus, O. ....S

T. P. & W. RY.  
B. W. Thompson, 506 Fayette  
st., Peoria, Ill.....C  
J. H. Howat, 215 S. Garfield  
ave., Peoria, Ill.....S

TOLEDO TERMINAL RY.  
J. S. Swartz, 2815 Fulton st.,  
Toledo, O.....C  
Jos. Auer, 1247 Eastern ave.,  
Toledo, O.....S

T. ST. L. & W. R. R.  
J. H. Gross, 600 E. South st.,  
Frankfort, Ind.....C  
Jno. Worst, care W. P. Wil-  
son, Charleston, Ill.....S

TONOPAH & GOLDFIELD  
S. H. Tracey, Mina, Nev.....C  
A. W. Card, Tonopah, Nev....S

T. H. & B. RY.  
J. E. Oldfield, 150 Catherine  
st., Hamilton, Ont.....C  
M. W. Kennedy, 402 N.  
Haghsa st., Hamilton, Ont.S

T. & B. V. R. R.  
W. H. Seymore, Teague, Tex..C  
C. F. Hamilton, 912 W. 5th  
st., Ft. Worth, Tex.....S

ULSTER & DELAWARE R. R.  
J. A. Halstead, 1 Otsego st.,  
Oneonta, N. Y.....C  
P. C. McDonald, 27 Brewster  
st., Kingston, N. Y.....S

UNION PACIFIC R. R.  
C. E. McIntosh, 505 S. 21st  
St., Council Bluffs, Ia.....C  
Frank Ostertag, 1106 Admiral  
Blvd., Kansas City, Mo.....S

VANDALIA R. R.  
W. T. Brown, Eugenia Flat 4,  
Indianapolis, Ind. ....C  
H. E. Joslin, 19 Parkview  
ave., Indianapolis, Ind. ....S

V. & S. W. RY.  
C. C. McNew, 1110 Fairmont  
ave., Bristol, Va. ....C  
W. T. Coile, 15 10th St.,  
Bristol, Va. ....S

WABASH R. R.  
G. H. Lyon, 153 W. Willis  
ave., Detroit, Mich.....C  
C. E. Bishop, 307 N. Walnut  
st., Danville, Ill.....S

W. M. W. & N. W. RY.  
W. J. Burdge, Box 142,  
Mineral Wells, Tex.....C  
M. L. Burke, Weatherford, Tex.S

WESTERN MARYLAND R. R.  
T. H. Hoover, 820 E. Preston  
st., Baltimore, Md.....C  
D. F. Blair, 36 Foundry st.,  
Hagerstown, Md.....S

WESTERN PACIFIC R. R.  
L. D. Bayrell, 720 Judge  
Bldg., Salt Lake City, Utah.C  
L. L. Bailey, 212 W. 1st  
South st. Salt Lake City, UtahS

WHEELING & LAKE ERIE  
F. S. Bodle, 22 Cecil st., Mas-  
sillon, Ohio.....C  
L. C. Bogleman, Gen. Del.,  
Pittsburg, Pa.....S

WICHITA VALLEY  
J. E. Barry, box 611, Wichita  
Falls, Tex. ....C  
W. V. Keith, 1601 Hemphill  
st., Ft. Worth, Tex.....S

WISCONSIN CENTRAL RY.  
W. A. Redner, 3609 Prairie  
ave., Chicago, Ill.....C  
J. E. Murphy, 308 3d ave.,  
E. Ashland, Wis.....S

Y. & M. V. R. R.  
C. M. Yard, 1388 Madison  
ave., Memphis, Tenn.....C  
W. G. Bealand, 1362 Union  
ave., Memphis, Tenn. ....S

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Pres., Mrs. J. H. Moore, 423 Langdon st., Toledo, O.; Sec'y, Mrs. G. W. Hutchinson, 19 E. 4th st., Mt. Vernon, N. Y. Directors: Mrs. W. N. Drake, 110 Harvard st., Dedham, Mass.; Mrs. A. Schneider, 366 Hope st., St. Paul, Minn.; Mrs. P. C. Callahan, 370 N. Royal st., Jackson, Tenn.

1—BETHLEHEM, Cleveland, O., 2d & 4th Thurs., 1:30 p. m., Pythian hall. Mrs. A. E. Temple, 2954 73d St. S. E. ....P Mrs. E. W. Marriott, 1448 E. 88th st. ....S	10—FRIENDSHIP, Scranton, Pa., 2d & 4th Thurs., 2 p. m., over Wyoming & Erie depot, Dunmore, Pa. Mrs. Mary Miller, 116 Green Ridge st. ....P Mrs. S. J. Finnerty, 1610 Web- ster ave., Dunmore, Pa. ....S	20—LINCOLN, Des Moines, Ia., 2d & 4th Thurs., 2:30 p. m., I. O. O. F. hall, 6th & Locust. Mrs. J. W. Dodge. ....P Mrs. M. L. Duley, 815 Locust. S
2—SURPRISE, Danville, Ill., 1st & 3d Wed., 2:30 p. m., I. O. O. F. hall. Mrs. Iris Stevenson, 11 Park St. ....P Mrs. Anna Sanderson, 723 Franklin St. ....S	11—ST. LOUIS, St. Louis, Mo., 1st & 3d Wed. 2 p. m. Anchor hall. Mrs. E. Dyer, 2827 St. Vincent. P Mrs. C. W. Noonan, 2720 Ac- comac st. ....S	23—DENVER, Denver, Colo., 2d & 4th Fri., 2:30 p. m., I. O. O. F. hall, 1543 Champa st. Mrs. J. Walker, 3341 Galpin. P Mrs. F. Spaulding, 4059 Val- lejo st. ....S
3—CAPITAL CITY, Columbus, O., 1st & 3d Thurs. 2:30 p. m., K. P. hall, cor. Main & 3d sta. Mrs. C. S. Wilson, 1660 N. 4th. P Mrs. Cora Wagner, 74 E. Engler St. ....S	12—AUTUMN LEAF, Bellevue, O., 2d & 4th Wed., 2 p. m., C. M. B. A. hall, E. Main st. Mrs. Nellie Zigler, 126 North. P Mrs. Daisy Horton, 521 E. Main st. ....S	24—ENDEAVOR, Derry, Pa., 2d & 4th Wed., 2 p. m., I. O. O. F. hall. Mrs. Mary Gaus. ....P Mrs. Mary M. Shafer. ....S
4—ANDREWS, Elkhart, Ind., 1st & 3d Thurs., 2 p. m., Mc- Kean hall, Main st. Mrs. L. Brown, 6th St. ....P Mrs. Myrtle Jewett, 911 Mar- ion st. ....S	13—DE SOTO, DeSoto, Mo., 2d Wed., 2 p. m., I. O. O. F. hall. Mrs. Estella Ryan. ....P Mrs. L. A. Missey. ....S	25—MYRTLE, Chicago, O., 1st & 3d Tues., 7 p. m., O. R. C. hall. Mrs. J. Murray. ....P Mrs. E. M. Forbs. ....S
5—ERICKSON, Philadelphia, Pa., 2d & 4th Wed., 2:30 p. m., Dental hall, 15th & Arch sts. Mrs. C. L. Springer, Berwyn, Pa. ....P Mrs. B. F. Wiltse, 3257 Wood- land ave. ....S	14—ENTERPRISE, Ottumwa, Ia., 2d & 4th Wed., 2 p. m., O. R. C. hall, Main & Market. Mrs. J. M. Wilson, 1228 E 2d. P Mrs. C. H. Jandrews, 123 Mor- rell st. ....S	26—AURA, Collinwood, O., 1st & 3d Thurs., 2 p. m., K. P. hall. Mrs. Lillian Rohr, 797 Put- nam st. ....P Mrs. W. H. Moulton, 770 Put- nam st. ....S
6—BANNER, Toledo, O., 1st & 3d Fri., 2:30 p. m., Pythian Temple, Jefferson & Ontario. Mrs. Viola Mead, 1618 Super- ior st. ....P Mrs. Millie Myers, 9 Korea Flats. ....S	15—GALESBURG, Galesburg, Ill., 2d & 4th Wed., 2:30 p. m., A. O. U. W. hall. Mrs. F. E. Bronson, N. Chambers st. ....P Mrs. C. M. Hill, 1092 S. West st. ....S	27—LIMA, Lima, O., 2d & 4th Thurs., Mitchell hall, N. E. cor. public square. Mrs. M. H. Lynch, 612 S. Main st. ....P Mrs. R. W. Peck, 644 S. Elizabeth st. ....S
7—NEWARK, Newark, O., 2d & 4th Fri., 2 p. m., O. R. C. hall, 17½ So. Park st. Mrs. W. C. Smith, 27 Buena- vista st. ....P Mrs. Clare Meador, 25 Valan- dingham st. ....S	16—ERIE, Huntington, Ind., 1st & 3d Wed., 2:30 p. m., Mar- ket & Jefferson sta. Mrs. O. C. Shipley, 67 Mar- shall st. ....P Mrs. E. C. Smith, 116 E. Franklin st. ....S	28—TURNER, Denison, Tex., 1st & 3d Wed., 2:30 p. m., O. R. C. hall. Mrs. J. H. Benner, 727 W. Gandy st. ....P Mrs. W. E. Milton, box 695. S
8—EASTERN STAR, Sunbury, Pa., 2d & 4th Wed., 2 p. m., A. O. U. W. hall. Mrs. Emma Geary, Owl st. ....P Mrs. E. K. Downs, 225 Wal- nut st. ....S	17—BENEVOLENT, St. Joseph, Mo., 2d & 4th Fri., 2 p. m., I. O. O. F. Auditorium. Mrs. A. S. Chickerling, 1608 S. 15th st. ....P Mrs. Mattie M. Wright, 31st & Sylvania. ....S	29—OLIVE BROS., McComb, Miss., 2d & 4th Thurs., 2:30 p. m., Masonic hall. Mrs. E. L. McLauria. ....P Mrs. F. T. Shafer. ....S
9—ROBT. PITCAIRN, Pitts- burg, Pa., 2d & 4th Thurs., 2 p. m., Century Bldg, 130 7th st. Mrs. C. C. Boucher, 114 W. 3d st. ....P Mrs. J. A. Finkhart, 201 Mif- fm ave., Wilkesburg, Pa. ....S	18—MAINE, Chillicothe, O. 2d & 4th Thurs., 2 p. m., B. L. E. hall. Mrs. Mary Johnson, 635 E. 2d st. ....P Mrs. Wm. Burke, 323 E. Main st. ....S	30—PROSPECT, Garrett, Ind., 2d & 4th Wed., 7:30 p. m., Red Men's hall. Mrs. Clara Weaver, Lee st. ...P Mrs. Etta Bell, Wash. st. ....S
	31—CHEYENNE, Cheyenne, Wyo., 1st & 3d Tues., 2:30 p. m., Fraternal hall. Mrs. J. N. Marks, 26th & Eddy. ....P Mrs. J. J. Fitzgerald, 721 N. 18th st. ....S	

39—**MT. TACOMA**, Tacoma, Wash., 3d & 4th Tues., 2 p. m. Pythian hall.  
 Mrs. D. Howard, 1224 N. Steele .....P  
 Mrs. G. E. Lyen, 3557 E. I st. ....S

36—**ALBANY**, Albany, N. Y., alternate Thurs., 2:30 p. m., Chancellor hall, 67 S. Pearl st.  
 Mrs. M. C. Ekins, 67 N. Pearl. P  
 Mrs. V. D. Rhodes, 45 Garfield Place .....S

37—**COLUMBIA**, Cedar Rapids, Ia., 1st & 3d Thurs., 2:30 p. m., Canfield hall, 2d ave.  
 Mrs. Margaret Cain, 826 1st ave. W. ....P  
 Mrs. W. A. Coon, 516 S. 5th st., E. ....S

38—**GLORIA**, Ottumwa, Ia., 1st & 3d Wed., 2:30 p. m., B. of L. F. & E. hall.  
 Mrs. F. C. Bell, 401 N. Clay st. ....P  
 Mrs. G. J. Jackson, 212 N. Benton st. ....S

39—**IDEAL**, Jackson, Tenn., 2d & 4th Tues., 3 p. m., Elks' hall, Baltimore & Market.  
 Mrs. C. A. McKinnie, 318 W. Baltimore st. ....P  
 Mrs. P. C. Callahan, 370 N. Royal st. ....S

40—**COLUMBIAN**, Buffalo, N. Y., 1st & 3d Thurs., 2:30 p. m., Oriental hall, Lewis blk.  
 Mrs. Leona Wright, 102 Brunkman st. ....P  
 Mrs. Georgia Talbot, 214 S. Division st. ....S

41—**ARKANSAS VALLEY**, Pueblo, Colo., 2d & 4th Tues., 2 p. m., K. P. hall.  
 Mrs. L. C. Griffith, 1031 W. 12th st. ....P  
 Mrs. Hattie Morser, 308 blk 1. S

42—**BRIDGE CITY**, Logansport, Ind., 2d & 4th Wed., 2:30 p. m., Ben Hur hall.  
 Mrs. Etta Neal, 710 North st. P  
 Mrs. Ella Johnson, 1408 E. Market st. ....S

43—**GOLDEN ROD**, Atlanta, Ga., 2nd & 4th Wed., 3 p. m., K. P. hall, cor. Pryor & Hunter.  
 Mrs. J. G. Garwood, 191 S. Pryor st. ....P  
 Mrs. D. S. Walraven, 184 W. North ave. ....S

44—**DETROIT**, Detroit, Mich., 1st & 3d Thurs., 2 p. m., Bannet hall, Grand River & Griswold.  
 Mrs. G. B. Lockard, 127 23d st. ....P  
 Mrs. A. J. Eley, 312 Vine-wood ave. ....S

45—**RAPID TRANSIT**, Grand Rapids, Mich., 2d & 4th Thurs., 2:30 p. m., Majestic hall, N. Park st.  
 Mrs. Lillie Drew, 1022 5th ave. ....P  
 Mrs. Bird Hawker, 366 Cass ave. ....S

46—**MARYLAND**, Cumberland, Md., 1st & 3d Thurs., I. O. O. F. hall.  
 Mrs. L. Kephan, 11 Polaski st. P  
 Mrs. Chas. Schmutz, 85 Highland st. ....S

47—**KEYSTONE**, Harrisburg, Pa., 1st & 3d Wed., 2 p. m., Mauk's hall, cor. 6th & Keller sts.  
 Mrs. T. A. Leonard, 1729 N. 6th st. ....P  
 Mrs. Mary A. Bair, 2118 N. 6th st. ....S

48—**DIXIE**, Chattanooga, Tenn., 1st & 3d Thurs., 2:30 p. m., Damon hall.  
 Mrs. R. B. Stegall, Roseville, Ga. ....P  
 Mrs. P. Gorman, 524 Douglas. S

49—**PROSPERITY**, Eagle Grove, Ia., 1st & 3d Thurs., 2:30 p. m., Masonic hall.  
 Mrs. W. Collins .....P  
 Mrs. W. R. Hammond, box 835. S

50—**DELAWARE**, Wilmington, Del., 2d & 4th Thurs., 2:30 p. m., Masonic hall, 8th & Market.  
 Mrs. M. Meredith, 1108 Maryland ave. ....P  
 Mrs. E. McCarroll, 708 Lombard st. ....S

51—**KEKIONGA**, Ft. Wayne, Ind., 1st & 3rd Thurs., 2:30 p. m., O. R. C. hall.  
 Mrs. Lizzie Bushey, 1017 Van Buren st. ....P  
 Mrs. Olive Current, 2111 Oliver st. ....S

52—**IVY LEAF**, Port Jervis, N. Y., 2d & 4th Thurs., 3 p. m., Mondon hall, Pike st.  
 Mrs. Chas. Carley, 6 Brooklyn. P  
 Mrs. Wm. Luckey, 158 W. Main st. ....S

53—**MAGNOLIA**, Augusta, Ga., 2d & 4th Tues., 3 p. m., Red Men's hall.  
 Mrs. W. W. McDowell, 440 Calhoun st. ....P  
 Mrs. Thos. Kitchens, 437 Calhoun st. ....S

56—**IRON EMPRESS**, Escanaba, Mich., 2d & 4th Wed., 2:30 p. m., I. O. O. F. hall.  
 Mrs. Viola Green, 920 Langley .....P  
 Mrs. Alice Roland, 422 S. Charlotte st. ....S

57—**HAZEL**, Hazelwood, Pa., 1st & 3d Wed., 2 p. m., Trust hall.  
 Mrs. T. Joyce, Alameda st. P  
 Mrs. P. T. Ellery, 97 Curtin ave., Mt. Washington, Pittsburg, Pa. ....S

59—**MASCOT**, Boston, Mass., 2d Thurs., Elks' hall, 24 Hayward Place.  
 Mrs. C. S. Messer, 17 Pearson ave., West Somerville, Mass. P  
 Mrs. W. R. Page, Crescent ave., S. Braintree, Mass. ....S

60—**JOS. YORK**, Meadville, Pa., 2d & 4th Wed., 2:30 p. m., I. O. O. F. hall, Center st.  
 Mrs. A. B. Miller, 468 North st. ....P  
 Mrs. Wm. Rhodes, 795 Kennedy st. ....S

61—**CHARITY**, Sioux City, Ia., 2d & 4th Fri., 2:30 p. m., I. O. O. F. hall.  
 Mrs. Wm. Martin, 2662 E. 1st st. ....P  
 Mrs. Robt. Moore, 1119 27th st. ....S

65—**AFTERYOU**, Fond du Lac, Wis., 1st & 3d Fri., 2:30 p. m., G. A. R. hall.  
 Mrs. C. H. Beazan, 10 Wisconsin ave., No. Fond du Lac, Wis. ....P  
 Mrs. C. C. Hall, 153 Cherry st. S

66—**JUANITA**, Bloomington, Ill., 2d & 4th Thurs., 2:30 p. m., Jacoby hall, N. Main st.  
 Mrs. A. A. Reich, 204 W. Graham St. ....P  
 Mrs. C. A. Gipson, 305 W. Locust St. ....S

67—**PINE CONE**, Portland, Me., 1st Fri., 2 p. m., Rossini hall, S. Exchange st.  
 Mrs. E. K. Morse, 28 Beckett st. ....P  
 Mrs. E. I. Lowe, 7 Cherry st. S

68—**FOOTE**, Kansas City, Mo., 1st & 3d Thurs., 2 p. m., Arlington hall.  
 Mrs. E. H. Smith, 1514 Olive. P  
 Mrs. J. M. Patten, 104 Westport ave. ....S

70—**NONPAREIL**, Clinton, Ia., 2d & 4th Wed., 2:30 p. m., K. P. hall, 2d st.  
 Mrs. T. Stoik, 616 11th ave. P  
 Mrs. W. C. Guernsey, 706 Stockholm st. ....S

73—**HAND IN HAND**, Boone, Ia., 1st & 3d Tues., 2 p. m., Red Men's hall.  
 Mrs. D. J. Fellingham .....P  
 Mrs. W. McCartney, 115 Cedar st. ....S

75—**TRI-CITY**, Rock Island, Ill., 1st & 3d Thurs., 2:30 p. m., Engineers' hall.  
 Mrs. A. McLees, 5944 5th ave. P  
 Mrs. C. Hibbard, 2730 7th ave. S

76—**ORITZ**, Raton, N. M., 1st & 3d Wed., 2:30 p. m., I. O. O. F. hall.  
 Mrs. M. Burns, 644 S. 2d st. P  
 Mrs. M. Hansbro, 728 S. 2d st. ....S

77—**POTOMAC**, Martinsburg, W. Va., 1st & 3d Mon., 2 p. m., I. O. O. F. hall.  
 Mrs. P. Heelan, 522 W. King. P  
 Mrs. E. C. Caskey, 635 E. 2d. S

78—**FIRST CANADIAN**, Toronto, Can., 2d & 4th Thurs., 2:30 p. m., Occident hall.  
 Mrs. P. McMahon, 129 Darcy .....P  
 Mrs. H. Purdon, 72 Gladstone ave. ....S

79—**GENESSEE**, Rochester, N. Y., 1st & 3d Wed., 3 p. m., Damascus hall.  
 Mrs. Mary Cleary, 7 Baldwin. P  
 Mrs. Eva M. Connor, 29 Vick Park, "A." ....S

80—**EMPIRE**, Elmira, N. Y., 2d & 4th Wed., 2:30 p. m., I. O. O. F. hall.  
 Mrs. Wm. Coe, 1005 Oak st. P  
 Mrs. B. R. Clark, 506 South ave. ....S

81—**MONUMENTAL**, Baltimore Md., 1st & 3d Thurs., 2:30 p. m., Wurtsburger's hall.  
 Mrs. J. McCann, 325 E. Rid- die st. ....P  
 Mrs. L. H. Bender, 1626 N. Caroline st. ....S

83—**STAR OF UTAH**, Ogden, Utah, 1st & 3d Thurs., 2 p. m., K. F. hall.  
 Mrs. Anna Pearson .....P  
 Mrs. J. E. Snyder, 962 Wash- ington ave. ....S

84—**ANGEL CITY**, Los Angeles, Cal., 1st & 2d Sat., 8 p. m., Temple of Art.  
 Mrs. Anna Hough, 1070 W. 34th st. ....P  
 Mrs. J. M. Patten, 1001 W. 23d st. ....S

85—**SUNFLOWER**, Parsons, Kan., 1st & 3d Thurs., 2:30 p. m., A. O. U. W. No. 1 hall.  
 Mrs. Myrtle Clark, 2026 Bel- mont ave. ....P  
 Mrs. Olive Walls, 1513 Bel- mont st. ....S

86—**CORROPSIS**, Lincoln, Neb., 2d & 4th Thurs., 2:30 p. m., Bronsall hall.  
 Mrs. S. E. Miller, 1828 J st. P  
 Mrs. C. H. Holts, R. R. 6. S

87—HOUSTON, Houston, Tex., 1st & 3d Thurs., 2:30 p. m., I. O. O. F. hall.  
 Mrs. J. Harris, 2303 Fletcher...P  
 Mrs. L. P. Partin, 1501 Everett...S

88—LAKEMONT, Altoona, Pa., 1st & 3d Thurs., 2 p. m., Hep-  
 tosooph hall, 1117 11th ave.  
 Mrs. Kate Nash, Conemaugh, Pa. ....P  
 Mrs. Mary E. Vance, 1309 11th st. ....S

89—GRANGER, Jackson, Mich., 1st & 3d Wed., 2:30 p. m., Webb blk., Jackson st.  
 Mrs. Edith Brown, 301 Orchard Place ....P  
 Mrs. Emma Birdsell, 212 N. Elm ave. ....S

91—OREGON, Portland, Ore., 2d & 4th Tues., 2:30 p. m., K. P. hall, cor. 11th & Alder sts.  
 Mrs. J. B. Howland, 424 4th st. ....P  
 Mrs. Abbie L. Crocker, 985 Front st. ....S

92—VILAS, Jersey Shore, Pa., 1st & 3d Thurs., 2:30 p. m., Miller blk.  
 Mrs. Emma T. Hastings, Vilas, Pa. ....P  
 Mrs. O. L. Herman, Vilas, Pa., P. O. Box 14. ....S

93—MERRIMAC, Concord, N. H., 1st Tues., 10:30 a. m., G. A. R. hall, N. Main st.  
 Mrs. G. H. Swetland, 12 Eastman st. ....P  
 Mrs. H. B. Eaton, 24 Thompson st. ....S

94—LAKE CITY, Erie, Pa., 1st & 3d Thurs., 2:30 p. m., Engineers' hall, 1220 State st.  
 Mrs. M. Rainsford, 714 Plum st. ....P  
 Mrs. Verna Hewitt, box 356, Albion, Pa. ....S

95—ARBUTUS, East Syracuse, N. Y., 2d & 4th Tues., 2:30 p. m., Masonic hall.  
 Mrs. F. Hughes, Maulins st....P  
 Mrs. B. Hillegas, Yates st....S

96—OLIVE BRANCH, McKees Rocks, Pa., 1st & 3d Thurs., 2 p. m., Fraternal hall.  
 Mrs. C. M. Shea, 113 Churchill st. ....P  
 Mrs. M. E. Collins, 110 Saginaw st., Pittsburg, Pa....S

97—AURORA, Aurora, Ill., 2d & 4th Thurs., 2:30 p. m., Charlemagne.  
 Mrs. Mary Yonker, 285 La Salle st. ....P  
 Mrs. Hattie Lindsay, 260 Spring st. ....S

98—COMO, St. Paul, Minn., 1st & 3d Thurs., 2:30 p. m., Bowlby hall, 6th & Robert sts.  
 Mrs. J. W. Gilboy, 642 St. Peter st. ....P  
 Mrs. A. Schneider, 366 Hope...S

99—CHRYSANTHEMUM, Oswatomic, Kan., alternate Thurs., 2:30 p. m., Eagles' hall.  
 Mrs. R. D. Hooker, ....P  
 Mrs. E. H. Clark, box 103....S

100—WHITE CITY, Chicago, Ill., 2d & 4th Thurs., 2 p. m., Commandery hall, Masonic Temple.  
 Mrs. J. M. Sewell, 557 W. 65th st., Sta. O. ....P  
 Mrs. J. Scott, 7326 Woodlawn...S

101—FLOUR CITY, Minneapolis, Minn., 2d & 4th Thurs., 2 p. m., A. O. U. W. hall, 17 S. 7th st.  
 Mrs. F. W. Hampton, 3343 Oakland ave. ....P  
 Mrs. Minnie S. Dalrymple, Merriam Park, Minn., 2010 Carroll st. ....S

102—MISSISSIPPI, Water Valley, Miss., 2d & 4th Wed., 3 p. m., Odd Fellows' hall.  
 Mrs. J. M. Azlin, ....P  
 Mrs. Chas. Moss, ....S

103—INDIANAPOLIS, Indianapolis, Ind., 1st & 3d Mon., 2 p. m., Orpheum hall.  
 Mrs. Sallie Wier, 2010 Broadway way ....P  
 Mrs. Lucetta Cook, 2121 Ashland ave. ....S

104—PRIDE OF STREATOR, Kankakee, Ill., 1st & 3d Thurs., 2 p. m., I. O. O. F. hall.  
 Mrs. Lena Pearre, 262 Greenwood ave. ....P  
 Mrs. Emma Garner, 542 Indiana ave. ....S

105—JEWETT, New Orleans, La., 1st & 3d Mon., I. O. O. F. hall.  
 Mrs. R. W. Smith, 4017 Canal P. Mrs. C. W. Bradley, 2760 Marengo st. ....S

106—TYGARD, Ft. Worth, Tex., 2d & 4th Wed., 2:30 p. m., I. O. O. F. hall.  
 Mrs. W. R. Bell, 304 Bdwy....P  
 Mrs. W. N. Foster, 1408 E. 1st st. ....S

107—CITY OF OAKS, Oakland, Cal., 1st, 3d & 4th Thurs., 2:30 p. m., Fraternity hall.  
 Mrs. P. Whitney, 1887 Valdez st. ....P  
 Mrs. Bertha Byers, 1410 9th st.S

108—CARNATION, Springfield, Ill., 1st & 3d Wed., 3 p. m., I. O. O. F. hall, 4th & Monroe.  
 Mrs. E. McConnell, 517 N. 7th st. ....P  
 Mrs. Kate Castles, 1353 Whet-  
 tear ave. ....S

109—PENELOPE, Meridian, Miss., 2d & 4th Thurs., 3 p. m., K. P. hall.  
 Mrs. H. Langford, 3518 10th...P  
 Mrs. J. B. Ramsey, 1513 25th...S

110—WHITE ROSE, Savannah, Ga., 1st & 3d Thurs., 4 p. m., K. P. hall.  
 Mrs. W. O. Hicks, 203 31st...P  
 Mrs. R. L. Brake, 1918 Bernard st. ....S

111—GREEN BAY, Green Bay, Wis., 1st & 3d Tues., 3 p. m., K. P. hall.  
 Mrs. T. H. Dox, 821 Mather...P  
 Mrs. John Myers, 501 Mather st., W. Green Bay....S

112—IMPERIAL, Utica, N. Y., 2d & 4th Wed., aft., Royal Arcanum Temple, Devereux st.  
 Mrs. S. Mercer, Frankfort, N. Y. ....P  
 Mrs. W. J. Morris, 14 Johnson Park ....S

113—YUANDA, Newton, Kan., 2d & 4th Fri., 2:30 p. m., K. P. hall.  
 Mrs. D. C. Conway, 300 E. 7th st. ....P  
 Mrs. G. W. Roach, 417 W. Broadway ....S

114—BIRMINGHAM, Birmingham, Ala., 1st & 3d Wed., 2:30 p. m., Maccabees' Temple.  
 Mrs. W. F. Shannon, 411 N. 24th st. ....P  
 Mrs. C. A. Hardwick, 1830 14th ave., N. ....S

115—DEWEY, Centralia, Ill., 2d & 4th Thurs., 3 p. m., I. O. O. F. hall.  
 Mrs. J. T. Murphy, 312 N. Walnut st. ....P  
 Mrs. Wm. Rupp, 416 W. Broadway ....S

116—EASTER LILY, Peoria, Ill., 1st & 3d Thurs., 110 S. Adams st.  
 Mrs. Mattie Nelson, 317 Morgan St. ....P  
 Mrs. Flora Peterson, 510 Millman st. ....S

117—VOLUNTEER, Austin, Minn., 2d & 4th Wed., 7:30 p. m., German hall.  
 Mrs. Fannie Terry, 106 W. Waler st. ....P  
 Mrs. M. E. Warfield, 116 1st st. N. ....S

118—MONETT, Monett, Mo., 2d & 4th Wed., 2:30 p. m., Masonic hall.  
 Mrs. Emma Johnson, ....P  
 Mrs. T. Connerly, ....S

119—WELCOME, Ft. Scott, Kan., 2d & 4th Fri., 2:30 p. m., Union hall.  
 Mrs. C. H. Danner, 514 S. Hill st. ....P  
 Mrs. Ray Williams, 317 S. Crawford St. ....S

120—JUSTICE, Murphysboro, Ill., 2d & 4th Fri., 2:30 p. m., I. O. O. F. hall.  
 Mrs. C. T. Smith, 1818 Walnut st. ....P  
 Mrs. R. Brenemen, 2023 Pine...S

121—GOLDEN RULE, Dodge City, Kan., 1st Thurs., 2:30 p. m., Masonic hall.  
 Mrs. Kitty Pond, box 168....P  
 Mrs. Emma Cory, box 263....S

122—GRAND VALLEY, Grand Junction, Colo., 2d & 4th Thurs., Elks' hall.  
 Mrs. Geo. Hartnett, 240 White st. ....P  
 Mrs. M. McCabe, 403 Ouray ave. ....S

123—BURNS, Creston, Ia., 2d Mon., 2:30 p. m., Potter Post hall.  
 Mrs. J. M. Burns, S. Pine st...P  
 Mrs. Sadie Lowery, 308 N. Y...S

124—DONNER, Sacramento, Cal., 1st & 3d Mon., 8 p. m., Friendship hall, I. O. O. F. Temple.  
 Mrs. Ella Weston, 1017 18th...P  
 Mrs. Mae LaForge, 1526 F st...S

125—MOUNTAIN CITY, Reno, Pa., 2d & 4th Thurs., 2 p. m., I. O. O. F. hall.  
 Mrs. L. M. Haupt, ....P  
 Mrs. Sarah E. Bressler, box 247 ....S

126—LONE STAR, Cleburne, Tex., 1st & 3d Wed., 2:30 p. m., Red Men's hall.  
 Mrs. F. G. Wood, 717 N. Robinson st. ....P  
 Mrs. J. Dougan, 602 N. Anglin st. ....S

127—QUEEN CITY, Cincinnati, O., 2d & 4th Thurs., 2 p. m., Douglas hall.  
 Mrs. M. Sullivan, 716 W. 9th.P  
 Mrs. Belle Whitcomb, 3559 St. Charles Place ....S

139—HOWARD, Milwaukee, Wis., 1st & 3d Wed., 2:30 p. m., 627 Grand ave.  
 Mrs. F. Maxon, 127 Wisconsin ave. Waukesha, Wis....P  
 Mrs. J. P. Cooper, 406 51st ave. ....S

140—NARROWS, Cumberland, Md., 3d & 4th Thurs., 2 p. m., White's hall, Virginia ave.  
 Mrs. W. S. Cross, 1008 Virginia ave. ....P  
 Mrs. J. C. Crogan, 122 Grand St. ....S

142—NEW YEAR, Springfield, Mo., 1st & 3d Tues., 2 p. m., I. O. O. F. hall.  
 Mrs. W. Smith, Summit ave....P  
 Mrs. M. Austin, 774 College st.S

143—SYRACUSE, Syracuse, N. Y., 3d & 4th Wed., 2:30 p. m., Pythian hall, Bastable blk.  
 Mrs. Frank Curran, 401 N. West st. ....P  
 Mrs. W. G. Ryan, 1402 Madison st. ....S

144—WILLING WORKERS, Knoxville, Tenn., 1st & 3d Wed., 2 p. m., French & Roberts hall.  
 Mrs. T. B. LaRue, 1113 W. 4th ave. ....P  
 Mrs. T. J. Thomas, 148 Hinton st. ....S

147—MARGARET, East Las Vegas, N. M., 1st & 3d Wed., 2:30 p. m., O. R. C. hall.  
 Mrs. M. R. Jones, 903 3d St....P  
 Mrs. R. Pritchett, 1104 Lincoln, ave. ....S

148—MRS. J. H. MOORE, Colorado Springs, Colo., 1st & 3d Sat., 2:30 p. m., K. P. hall.  
 Mrs. Hattie Harper, 1701 Colorado ave. ....P  
 Mrs. Clara B. Deffenbaugh, 32 N. Chestnut st. ....S

150—SEGO LILY, Salt Lake City, Utah, 2d & 4th Thurs., 2:30 p. m., Eagles' hall.  
 Mrs. V. Deacon, 351 W. 1st North st. ....P  
 Mrs. Sadie Hays, 65 N. 5th W.S

152—NIPTHO, Tusculumbia, Ala., 1st & 3d Thurs., 2 p. m., Pythian hall.  
 Mrs. J. B. McCrory, box 173...P  
 Mrs. P. W. Norris, box 87....S

153—STELLA, Decatur, Ill., 2d & 3d Wed. 2 p. m., K. P. hall.  
 Mrs. Dora Baldwin, 1343 N. Main st. ....P  
 Mrs. Ina M. Bump, 420 E. Marietta st. ....S

154—NEW CENTURY, Freeport, Ill., 2d & 4th Fri., 2:30 p. m., I. O. O. F. hall.  
 Mrs. H. M. Carey, 359 S. Galena ave. ....P  
 Mrs. Anna Spear, 122 Winnesick st. ....S

155—SWITZERLAND, Mauch Chunk, Pa., 1st & 3d Thurs., 2:30 p. m., I. O. O. F. hall.  
 Mrs. Mary Miller .....P  
 Mrs. Emma Mumbower, 412 Center St. ....S

157—SEELY DUNN, Evansville, Ind., 2d & 4th Thurs., 2 p. m., Dickman hall.  
 Mrs. L. B. Waltz, 708 Upper 3d st. ....P  
 Mrs. S. C. Ingram, 220 Cumberland ave., Howell, Ind....S

158—FIDELITY, Chillicothe, Ill., 1st & 4th Fri., 2 p. m., Daugherty's & Frederick's hall.  
 Mrs. Mamie Moody.....P  
 Mrs. Mary E. Anderson, R. E. 33 .....S

159—THE GOLDEN WEST, Grand Forks, N. D., 1st & 3d Thurs., 3:30 p. m. Empire hall.  
 Mrs. J. M. Cooper, 312 Chestnut st. ....P  
 Mrs. W. A. Hill, 210 N. 7th...S

160—HIGH ROCK, Hagerstown, Md., 2d & 4th Thurs., Hose hall, S. Potomac st.  
 Mrs. S. Basore, 552 Salem ave.P  
 Mrs. B. Bender, 140 E. Franklin st. ....S

162—WYNOMA, Haileyville, Okla., 1st & 3d Wed., 2:30 p. m., Masonic hall.  
 Mrs. J. L. Herod.....P  
 Mrs. E. F. Pierce, box 245....S

163—ELLA STONE, Sedalia, Mo., 1st & 3d Thurs., 2:30 p. m., K. P. hall, E. Fifth st.  
 Mrs. W. M. Phelan, 412 E. 10th st. ....P  
 Mrs. J. A. Hukill, 710 E. Broadway .....S

164—BINGHAMTON, Binghamton, N. Y., 2d & 4th Thurs., 2:30 p. m., Parlor City, I. O. O. F. hall, 299 Chenango.  
 Mrs. T. F. Sullivan, 35 Dickinson st. ....P  
 Mrs. E. Benedict, 26 Moffatt..S

165—PROSPECT POINT, Trinidad, Colo., 1st & 3d Fri., 2:30 p. m., Odd Fellows' hall.  
 Mrs. J. Dye, El Moro, Col....P  
 Mrs. J. W. Staley, 500 E. Main st. ....S

166—HINKLEY, RAWLINS, Wyo., 1st Tues., 2:30 p. m., K. P. hall.  
 Mrs. Eva Joice.....P  
 Mrs. S. W. James, Box 298..S

167—PALM, Montgomery, Ala., Alternate Wed., 3 p. m., K. P. hall.  
 Mrs. J. E. Lloyd, 820 W. Clay st. ....P  
 Mrs. A. E. Moritz, 75 Amanda st. ....S

168—VICTOR, Sayre, Pa., 2d & 4th Thurs., B. R. T. hall, Talmadge blk., Elmer ave.  
 Mrs. Anna Utter, Center st.P  
 Mrs. M. E. Lewis, 26 Pine st., Waverly, N. Y. ....S

169—MAPLE LEAF, Hamilton, Can., 1st & 3d Wed., 2:30 p. m., A. O. U. W. hall.  
 Mrs. Geo. Furgeson, 334 Aberdeen ave. ....P  
 Mrs. J. E. Oldfield, 150 Catherine st. ....S

171—OKEEMA, Sapulpa, Okla., 1st & 3d Mon., 2:30 p. m., I. O. O. F. hall.  
 Mrs. Mable Bassett, box 293..P  
 Mrs. Bulah Percell.....S

172—DAYLIGHT SPECIAL, Clinton, Ill., 2d & 4th Tues., 3 p. m., Red Men's hall.  
 Mrs. B. Williams, E. Washington st. ....P  
 Mrs. N. G. Daniels, 115 N. Elizabeth .....S

174—EDGAR E. CLARK, Macon, Ga., 1st & 3d Wed., 3 p. m., O. R. C. hall.  
 Mrs. J. N. Steed, 810 Oak st.P  
 Mrs. F. F. Martin, 461 2d st..S

175—STANDING ROCK, Mena, Ark., 2d & 4th Wed., 3 p. m., Tobin hall, Fifth st.  
 Mrs. Hattie Wilcoxon, 327 Mena ave. ....P  
 Mrs. J. C. Allen, box 278....S

177—N. D. MAHER, Bluefield, W. Va., 2d & 4th Wed., 2:30 p. m., Red Men's hall.  
 Mrs. C. B. Davis, Rogers st....P  
 Mrs. J. R. Johnson, 33 Rogers.S

178—FAIRVIEW, Carbondale, Pa., 2d & 4th Tues., 2:30 p. m., I. O. O. F. hall.  
 Mrs. M. Peel, 108 Wyoming st.P  
 Mrs. Mary C. Miller, 13 Drummond ave. ....S

179—ODY, Pitcairn, Pa., 2d & 4th Fri., 2 p. m., I. O. O. F. hall.  
 Mrs. W. A. Himstead, 318 Middle ave., Westminster, Pa.P  
 Mrs. O. Cunningham, Pitcairn, Pa. ....S

180—PASS CITY, El Paso, Tex., 1st & 3d Thurs., 2:30 p. m., K. P. hall.  
 Mrs. Ida M. Whitehead, The Chrystola .....P  
 Mrs. Sadie A. Castles, 909 Magoffin ave. ....S

181—OKLAHOMA, Shawnee, Okla., 2d & 4th Thurs., 2:30 p. m., I. O. O. F. hall.  
 Mrs. W. H. Harrah, 124 N. Philadelphia, st. ....P  
 Mrs. Bruce Hays, 615 N. Aydelotte st. ....S

182—UNITY, Shreveport, La., 2d & 4th Tues., 2:30 p. m., K. P. hall.  
 Mrs. B. Carnea, 1045 Sheridan st. ....P  
 Mrs. Nora Proud, R. F. D. 2..S

183—LOVENIA CLARK, Waterloo, Ia., 2d & 4th Fri., 2:30 p. m., Engineers hall.  
 Mrs. Mary Van Vleck, 903 Logan ave. ....P  
 Mrs. Alice Lorden, 601 Logan..S

184—PERSEVERANCE, E. St. Louis, Ill., 2d & 4th Wed., 2 p. m., Music hall.  
 Mrs. W. C. Walkup, 3107 Bond ave. ....P  
 Mrs. R. G. Fawcner, 753 7th St. ....S

185—GEM OF THE MOUNTAINS, Pocatello, Idaho., 1st & 3d Thurs., 2 p. m., Masonic hall.  
 Mrs. B. Woodmansee, 217 N. Hayes .....P  
 Mrs. E. Hughart, box 307....S

186—IRON QUEEN, Two Harbors, Minn., 2d & 4th Thurs., 2:30 p. m., K. P. hall.  
 Mrs. Bessie B. Elliott, box 683..P  
 Mrs. Dora Fulton, 1829 1/2 E. Superior st., Duluth, Minn...S

188—HARTFORD, Hartford, Conn., 2d & 4th Mon., 8 p. m., G. A. R. hall, Main st.  
 Mrs. Anna Beckwith, 361 Albany ave. ....P  
 Mrs. J. E. McDonough, 51 Brook st. ....S

189—TWIN CITY, Dennison, O., 2d Wed. 2:30 p. m., 4th Tues. 7:30 p. m., K. C. hall.  
 Mrs. F. M. Bush, E. 3d st....P  
 Mrs. A. M. Bier, box 1222...S

190—DIAMOND, Joliet, Ill., 2d & 4th Thurs., 2:30 p. m., Odd Fellows' hall.  
 Mrs. Della Norris, 1605 E. Wash st. ....P  
 Mrs. M. Wilber, 311 London ave. ....S

191—ESCHSCHOLTZIA, Kern, Cal., 2d & 4th Wed., 8 p. m., K. P. hall.  
 Mrs. I. Johnson, 823 N. st. ....P  
 Mrs. Jennie Herbert, 711 "K" st. ....S

192—LAUREL, Breckenridge, Minn., 1st & 3d Tues., 2:30 p. m., K. P. hall.  
 Mrs. Estelle Martin, box 265...P  
 Mrs. Minnie O'Kane, 230 S. 4th st. ....S

193—WESTERN STAR, Superior, Wis., 1st & 3d Tues., 2:30 p. m., Odd Fellows' Temple.  
 Mrs. E. R. Smith, 1201 16th...P  
 Mrs. J. F. Parkhill, 1709 Ogden ave. ....S

194—EUREKA, Youngstown, Pa., 2d & 4th Tues., 2 p. m., Bushnell's hall.  
 Mrs. M. F. Smith, 35 Lane ave.P  
 Mrs. J. H. Clemens, 150 Marion ave. ....S

195—CHICKASAW, Memphis, Tenn., 1st & 3d Tues., Italian hall.  
 Mrs. A. B. Middlebrook, 183 E. Georgia ave. ....P  
 Mrs. G. A. Robinson, 1244 College st. ....S

196—ANTHRACITE, Tamaqua, Pa., 1st & 3d Thurs., 2 p. m., I. O. O. F. hall, Broad st....P  
 Mrs. A. Wardrop, Hazel st....P  
 Mrs. S. Fitzpatrick, 120 Washington st. ....S

197—COKE REGION, Conneville, Pa., 1st & 3d Wed., 2:30 p. m., Odd Fellows' hall.  
 Mrs. E. Coleman, New Haven, Pa. ....P  
 Mrs. M. Leonard, 515 N. Pittsburg st. ....S

198—PHIL SHERIDAN, Sheridan, Wyo., 1st & 3d Thurs., 2:30 p. m., K. P. hall.  
 Mrs. Ethel Barr, 468 Marion St. ....P  
 Mrs. J. Richardson, 628 N. Gould st. ....S

199—LA RUE, Nashville, Tenn., 1st & 3d Wed., 2 p. m., Odd Fellows' hall.  
 Mrs. P. E. Overton, 711 12th ave., S. ....P  
 Mrs. Jas. H. Webb, 1408 Hawkins st. ....S

200—MANHATTAN, New York City, N. Y., 2d & 4th Thurs., 2:30 p. m., Tuxedo hall, 59th & Madison ave.  
 Mrs. C. Lewis, St. Annes ave. P  
 Mrs. T. F. Coughlin, 748 Atlantic st., Stamford, Conn...S

201—WABASH, Moberly, Mo., 2d & 4th Tues., 2 p. m., I. O. O. F. hall.  
 Mrs. J. C. Euslin, W. Coats st. P  
 Mrs. L. S. Smedley, 613 Adams ave. ....S

202—ANNA F. CONLISK, Hillsboro, Tex., 1st Wed., B. E. T. hall.  
 Mrs. Dora McKee, 309 Mathew.P  
 Mrs. C. E. Stafford, 110 Vinyard ave. ....S

203—TINSMAN, Trenton, Mo., 1st & 3d Wed., 2:30 p. m., I. O. O. F. hall.  
 Mrs. M. Keich, Spitzer st....P  
 Mrs. Olga McCrenda, 300 Lincoln ave. ....S

204—ROCKY MOUNTAIN, Missoula, Mont., 1st & 3d Thurs., 7:45 p. m., Firemen's hall.  
 Mrs. Mary E. Christy, 300 E. R. st. ....P  
 Mrs. Winifred Yeager, 303 E. R. st. ....S

205—OKANGE BLOSSOM, San Bernardino, Cal., 2d & 4th Thurs., 2 p. m., Native Sons hall.  
 Mrs. Ella Johnson, 969 Chestnut st., Riverside, Cal....P  
 Mrs. Julia L. Chaffin, Colton, Cal., P. O. box 475....S

206—ST. ELMO, Salem, Ill., 1st Fri., 2:30 p. m., E. R. T. hall.  
 Mrs. Lizzie Redden....P  
 Mrs. Lelia Whitney....S

210—HOPE, Princeton, Ind., 2d & 4th Wed., 2 p. m., K. P. hall.  
 Mrs. T. W. Jones, 504 S. Gibson St. ....P  
 Mrs. F. Robards, 1125 S. Seminary st. ....S

212—SAN ANTONIO, San Antonio, Tex., 1st & 3d Fri., 3 p. m., K. P. hall.  
 Mrs. C. W. Martin, 418 Burleson st. ....P  
 Mrs. H. C. Gillett, 326 Sherman st. ....S

213—PARKINSON, Hornell, N. Y., alternate Thurs., 2 p. m., B. of L. E. hall.  
 Mrs. L. E. Parkinson, 70 East ave. ....P  
 Mrs. Electa L. Pratt, 24 Ransom st. ....S

214—RIVERSIDE, Ashtabula, O., 2d & 4th Thurs., 2 p. m., O. R. C. hall.  
 Mrs. Alice Green, Lake st....P  
 Mrs. A. E. Belden, 123 Prospect St. ....S

215—THOS. FITZGERALD, Fairmount, W. Va., 1st & 3d Thurs., Old Masonic hall.  
 Mrs. W. R. Riggs, 544 Ogden...P  
 Mrs. A. B. Cassidy, R.F.D. 3....S

216—SEATTLE, Seattle, Wash., 1st & 3d Fri., 2 p. m., Foresters' hall.  
 Mrs. M. Heffron, 2552 11th W. P  
 Mrs. N. M. Lundberg, 2322 13th ave. S....S

217—PINE BLUFFS, Chadron, Neb., 1st & 3d Tues., 2:30 p. m., Odd Fellows' hall.  
 Mrs. Hattie May White....P  
 Mrs. M. Valentine....S

219—YOSEMITE, Fresno, Cal., 1st & 3d Wed., 2 p. m., K. C. hall.  
 Mrs. E. W. Holcomb, 1528 J. st. ....P  
 Mrs. L. G. Sewell, 1026 N. st. S

220—EAST ROCK, New Haven, Conn., 1st & 3d Thurs., 2:30 p. m., I. O. O. F. hall.  
 Mrs. J. C. McFarlane, 375 W. Grove st., Waterbury, Conn. P  
 Mrs. T. Hinchy, 11 Sherman st., Westfield, Mass. ....S

221—PEERLESS PRINCESS, Wichita, Kan., 1st & 3d Wed., 2:30 p. m., Maccabee hall.  
 Mrs. E. Noel, 105 S. Seneca...P  
 Mrs. G. Anderson, The Northern ....S

222—SPOKANE, Spokane, Wash., 1st & 3d Fri., 2:30 p. m., Pacific hall.  
 Mrs. E. Ferguson, St. Elmo Apartments, S. Brown st....P  
 Mrs. G. T. Bushnell, 1301 E. Newark ave. ....S

223—TIDEWATER, Columbia, Pa., 2d & 4th Mon. eve., Batters' hall.  
 Mrs. Mary Lebegeter, 138 S. 4th st. ....P  
 Mrs. Alice McManis, 465 Walnut st. ....S

224—FIRST CAROLINA, Columbia, S. C., 2d & 4th Thurs., 3:30 p. m., O. R. C. hall.  
 Mrs. J. J. Beckham, 1711 Fichens st. ....P  
 Mrs. F. L. Skilits, 2007 Hampton st. ....S

225—MT. KATAHDIN, Bangor, Me., 2d Sun. 2 p. m., E. R. T. hall.  
 Mrs. M. McLean, 82 2d st....P  
 Mrs. H. C. Farahan, 18 Catalie st. ....S

226—GOLDEN GATE, Livingston, Mont., 2d & 4th Tues., 2:30 p. m., Masonic hall.  
 Mrs. Lena Reeve, 309 S. "L"...P  
 Mrs. Lucy Trout, 111 N. "F"...S

227—POCAHONTAS, Richmond, Va., 1st & 3d Thurs., 3:30 p. m., Fraternity hall.  
 Mrs. S. J. Brooks, 1115 Decatur st. ....P  
 Mrs. L. A. Willeford, 1206 19th st. ....S

228—RHODE ISLAND, Providence, R. I., 1st & 3d Wed., 2:30 p. m., Manbern hall.  
 Mrs. M. L. Hurley, 44 Elm-dale ave. ....P  
 Mrs. E. W. Arnold, 733 Cranston st. ....S

229—HUTCHINSON, Springfield, Mass., 1st & 3d Wed., 2:30 p. m., Mechanic's hall.  
 Mrs. T. F. Foley, 33 Plymouth.P  
 Mrs. H. E. Lockwood, 271 Fulton st. ....S

230—BATTLE CREEK, Battle Creek, Mich., 1st & 3d Fri., 2:30 p. m., B. L. E. Club Rm.  
 Mrs. J. J. Ricketts, 63 N. Union st. ....P  
 Mrs. P. B. Newcomer, 398 E. Main st. ....S

231—HURLBURT, Worcester, Mass., 1st & 3d Wed., Castle hall.  
 Mrs. K. A. Clifford, 64 Westminster st. ....P  
 Mrs. W. F. Hurlburt, 28 Wildwood ave. ....S

233—BLUE HILL, Boston, Mass., 4th Wed., Odd Ladies hall, 446 Tremont st.  
 Mrs. W. H. Podbury, 393 Seaver st., Dorchester, Mass. P  
 Mrs. C. Clutie, 35 Clark st., Somerville, Mass. ....S

234—ROANOKE, Roanoke, Va., 1st & 3d Fri., 3 p. m., Pythian hall.  
 Mrs. H. R. Karnes, 367 9th ave. W. ....P  
 Mrs. Sadie Garrison, 1009 3d ave. N. W. ....S

235—PRIDE OF 447, Carnegie, Pa., 2d and 4th Thurs., 2 p. m., Masonic hall.  
 Mrs. J. H. Grafe, 29 Bore View ave. ....P  
 Mrs. J. J. Dougherty, 3142 Huxley st. 20th Ward, Pittsburgh, Pa. ....S

236—CASCADE, New Castle, Pa., 1st & 3d Thurs., 2 p. m., K. P. hall.  
 Mrs. Maria Fout, 212 Pittsburg st. ....P  
 Mrs. M. M. Bales, Mahoningtown, Pa. ....S  
 237—PRAIRIE CITY, Terre Haute, Ind., 2d & 4th Wed., 2:30 p. m., Maccabee hall.  
 Mrs. C. Boyd, 1540 2d ave....P  
 Mrs. C. W. Finnell, 2434 Liberty ave. ....S  
 238—HARMONY, Lafayette, Ind., 2d & 4th Wed., 2:30 p. m., Eagle's hall.  
 Mrs. Ellen Cuppy, 117 Wiggins st., W. Lafayette, Ind....P  
 Mrs. Mary E. Stinson, 1850 Charles st. ....S  
 239—SELMA, Selma, Ala., 1st & 3d Wed., 2:30 p. m., I. O. O. F. hall.  
 Mrs. W. A. Cobb, N. Broad st...P  
 Mrs. W. H. Burton, 1215 W. Selma st. ....S  
 241—PALMETTO, Greenville, S. C., 2d & 4th Thurs.  
 Mrs. C. E. Bull.....P  
 Mrs. I. D. Boggers, 106 Pine...S  
 242—OMAHA, Omaha, Neb., 2d & 4th Tues., 2:30 p. m., Barights Society hall.  
 Mrs. F. Carter, 1906 N. 28th st. ....P  
 Mrs. L. E. Hystrem, 1427 Emmet st. ....S  
 243—PADUCAH, Paducah, Ky., 2d & 4th Thurs., 2:30 p. m., Three Links hall.  
 Mrs. Eugenia Lewis, 1008 Trimble st. ....P  
 Mrs. O. Harris, 1601 Edwy...S  
 244—PERU, Peru, Ind., 2d & 4th Thurs., 2:30 p. m., Engineers' hall.  
 Mrs. E. Gibson, 286 E. 5th...P  
 Mrs. Lelia T. York, 75 W. 8th st. ....S  
 245—FRANKLIN, Weehawken, N. J., 1st & 3d Wed., 2 p. m., Masonic Temple.  
 Mrs. E. E. Emmett, 34 Fulton...P  
 Mrs. F. A. Marshall, 238 2d st...S  
 246—RUBY, Chanute, Kan., 2d & 4th Fri., 2:30 p. m., A. O. U. W. hall.  
 Mrs. Ida Lee, 403 W. 3d st...P  
 Mrs. Henrietta Snyder, 416 W. 4th st. ....S  
 247—FERN LEAF, Jersey City, N. J., 2d & 4th Wed., p. m., Union Hall.  
 Mrs. C. S. Doty, Suffern, N. Y. P  
 Mrs. C. L. Boughner, box 526, Suffern, N. Y. ....S  
 249—QUEEN CITY OF THE PLAINS, Amarillo, Tex., 1st & 3d Tues., 2:30 p. m., I. O. O. F. hall.  
 Mrs. M. E. Nail, 300 N. Pierce. ....P  
 Mrs. E. L. Taylor, 403 Lincoln S

250—HARBOR, New London, Conn., 2d & 4th Tues., 2:30 p. m., Mohegan hall.  
 Mrs. C. M. Newell, 841 Bank...P  
 Mrs. W. D. Rogers, 27 Brewer.S  
 251—QUEENSBOROUGH, Jamaica, Long Island, 2d & 4th Tues., Fraternity hall.  
 Mrs. G. B. Olin, Amagansett, L. I. ....P  
 Mrs. J. H. McNamara, 166 Chichester ave. ....S  
 252—WILD ROSE, Enderlin, N. D., 1st & 3d Wed., 2 p. m., Masonic hall.  
 Mrs. Ida Foster.....P  
 Mrs. F. M. Barton.....S  
 254—AMBROISE VALLEY, Villa Grove, Ill., 1st & 3d Fri., 2:30 p. m., Woodman hall.  
 Mrs. Sallie Cochran.....P  
 Mrs. Gertrude Reed .....S  
 255—ALEXANDRIA, Moncton, N. B., 1st Tues., 8 p. m., Orange hall.  
 Mrs. M. Cummings, 239 Lutz.P  
 Mrs. Jas. Maloney, 90 Weldon.S  
 257—PRIDE OF THE WABASH, Mt. Carmel, Ill., 1st & 3d Fri., 2:30 p. m., St. Jerome hall.  
 Mrs. S. Rafanider, 812 N. 5th.P  
 Mrs. M. W. Hodges, 107 W. 2d st. ....S  
 259—MADGE SEWELL, Teague, Tex., 1st & 3d Wed., 2:30 p. m., O. R. C. hall.  
 Mrs. J. N. White, box 122....P  
 Mrs. W. E. Hough.....S  
 260—AMERICAN ROSE, Brookfield, Mo., 2d & 4th Thurs., 2:30 p. m., O. R. C. hall.  
 Mrs. Louise Ewing, 518 Macon st. ....P  
 Mrs. Agnes Madden, 822 Brookfield st. ....S  
 261—MISSABE, Proctor, Minn., 2d & 4th Mon., 2:30 p. m., Village hall.  
 Mrs. H. St. Cyr, box 172....P  
 Mrs. L. Bartz.....S  
 262—SWASTIKA, Portsmouth, O., 1st & 3d Wed., 2 p. m., Eagles' hall.  
 Mrs. H. E. Reed, 807 Grimes..P  
 Mrs. L. C. Payne, 440 E. 12th.S  
 264—MOUNTAIN LAUREL, Fitchburg, Mass., 2d & 4th Fri., 7:30 p. m., A. O. U. W. hall.  
 Mrs. L. M. Rawles, 56 Mt. Vernon st. ....P  
 Mrs. S. Pearson, 69 Pine st...S  
 265—CRESCENT, Hillyard, Wash., 1st & 3d Tues., 2 p. m., I. O. O. F. hall.  
 Mrs. Eliza Steadman.....P  
 Mrs. Maude N. Wellman, box 227 .....S

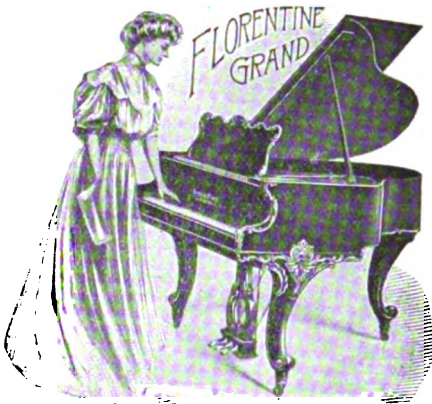
266—PRIDE OF 471, Pittsburg, Pa., 2d & 4th Wed., Webers hall, cor. 27th & Sarah sts.  
 Mrs. W. Q. Furick, 2114 Larbins ave. ....P  
 Mrs. E. L. Corbin, 2127 Sarah...S  
 267—ECHO MOUNTAIN, Los Angeles, Cal., 1st & 3d Fri. afternoon, Walker Auditorium bldg., Roosevelt hall.  
 Mrs. J. E. Hartell, 1139 W. 7th St. ....P  
 Mrs. E. M. Jones, 2668 W. 30th st. ....S  
 268—AMICA, W. Bay City, Mich., 2d & 4th Wed., C. M. B. A. hall.  
 Mrs. F. Cummins, 306 N. Dean .....P  
 Mrs. J. Marshall, 108 Marquette ave. ....S  
 269—GREENBRIER, Hinton, W. Va., 2d & 4th Fri., 2:15 p. m., Big Four Bldg.  
 Mrs. A. A. Harford.....P  
 Mrs. C. J. Schweikert, 319 James St. ....S  
 270—MISSION BELLS, Los Angeles, Cal., 1st & 3d Fri. afternoon, Masonic hall, Boyle Heights.  
 Mrs. Maggie Owen, 1927 New Jersey st. ....P  
 Mrs. Minia Corson, 1954 Pennsylvania ave. ....S  
 272—BESSEMER SISTERS, Albion, Pa., 1st & 3d Thurs., 2:30 p. m., Odd Fellows hall.  
 Mrs. O. A. White, Box 290..P  
 Mrs. William Sharp, Box 298.S  
 273—CHILHOWEE, Etowah, Tenn., 2d & 4th Thurs., 2:30 p. m., O. R. C. hall.  
 Mrs. A. P. Burgin .....P  
 Mrs. J. A. Broom .....S  
 274—LUCILE FULTON, Wellington, Kans., 1st & 3d Wed., Masonic hall.  
 Mrs. Lucile Fulton, 702 E. 4th St. ....P  
 Mrs. Lena Kramer, 218 S. Douglas St. ....S  
 300—EL CAPITAN, San Francisco, Cal., 1st & 3d Wed., 2 p. m., Red Men's hall.  
 Mrs. M. Speakman, 206 San Jose ave. ....P  
 Mrs. F. Edwards, 822 54th st., Oakland, Cal. ....S

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## *The Florentine Grand.*

This beautiful instrument is our supreme effort to please fastidious purchasers whose musical standards are high, and who expect an exterior design and finish which make a piano a work of fine art.

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*Gentlemen.* We have now had our Ivers & Pond piano in the house for nearly two years, have tested it thoroughly and consider it the best instrument in town, although some others here cost considerable more money. In a word, we are more than pleased with the instrument, and will take pleasure in recommending the Ivers & Pond pianos to railroad men and others needing a strictly first-class instrument. I shall refer any one I may hear of needing a piano or other musical instrument to you, knowing that you will give them the same square deal that you did me.

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G. S. CAMPBELL, Agt. C. & O. Ry.

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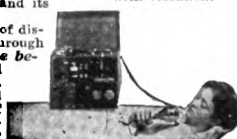
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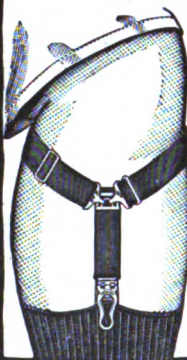
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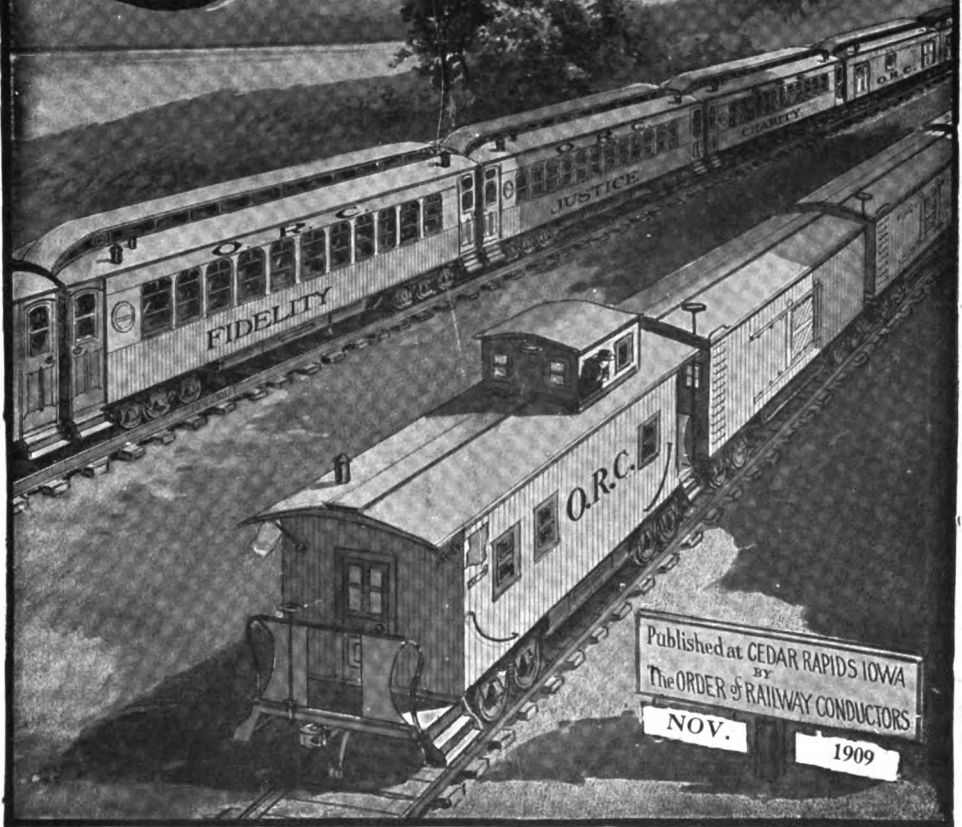
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# The Railway Conductor



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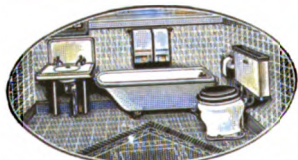
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**Chicago House Wrecking Co., 35th & Iron Sts., Chicago.**

## The Lord is my Shepherd

BY ADELBERT CLARK

Though skies may frown with heavy clouds,  
The Lord he leadeth me  
By waters still, and pastures green,  
Or by a troubled sea,  
That I may waken up the dead  
That slumber in their sin—  
That I may hold the gates ajar  
For Him to enter in.

In palaces where mighty men  
Rule things in earth and sea,  
I stand within their walls and speak  
The things revealed to me.  
He leadeth me, oh blessed Truth,  
When night o'ertakes the day,  
And storms like enemies approach  
To turn me from the way.

He leadeth me through flowery fields  
Of righteousness divine,  
Where fragrant blossoms cheer my soul  
And cause my face to shine.  
And though the world may scoff and scorn  
And angrily draw near,  
The Lord, my shepherd leadeth me—  
He is my sword and spear.

## A New Deal

BY FRANKLIN KENT GIFFORD.

When the cards are shuffled and dealt again  
On the other side of the day,  
And the hand you held goes over the board  
To the fellow that couldn't play,

We'll know whether you could take his hand  
And play it as well as he,  
And whether the man with the thirteen trumps  
Was the man he seemed to be.

Health and wealth and birth and worth  
And wit are the cards you hold;  
But all the cards that were dealt to him  
Were rags and hunger and cold.

It is easy to win with a winning hand,  
And to carry away the prize;  
But hard to lose with a winning grace  
In the selfish victor's eyes.

The Lord is God of the fools he made,  
And gave to inherit the land;  
And the Lord God knows that the king of fools  
Is the fool with the winning hand.

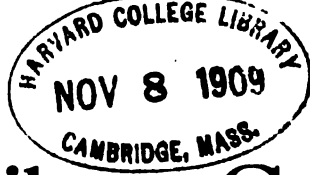
But the Dealer that dealt us the good and ill  
Will shuffle the cards anew;  
And the trumps will go to the man that lost,  
And the trash will go to you.

The strong shall walk with a cripple's crutch,  
The scatheless wear his scars;  
The rich shall lie at the poor man's feet,  
And the dogs shall lick his sores.

Oh, many a prize shall fall at last  
To the fellow that couldn't play,  
And many a winner shall lose the game  
At the other side of the day.

The glad shall know the sorrowful heart,  
The sad shall smile again;  
And both together shall bear the yoke  
Of toil and trouble and pain.

'Tis only the winner that wins today,  
And the loser loses alone;  
But the winner and loser shall share the prize  
When this little day is done.



# The Railway Conductor

PUBLISHED MONTHLY AND ENTERED AS SECOND CLASS MATTER AT THE POST OFFICE, CEDAR RAPIDS, IOWA.  
SUBSCRIPTION, \$1.00 PER YEAR.

F. H. PEASE, EDITOR.

A. B. GARRETSON AND W. J. MAXWELL, Managers, Cedar Rapids, Iowa.  
W. N. GATES, Advertising Agent, Garfield Building, Cleveland, Ohio.

VOLUME XXVI

NOVEMBER, 1909

NUMBER ELEVEN



## Thanksgiving Day in New England

BY LOUISE B. FLANIGAN.

On the 25th of November we celebrate Thanksgiving day. Thanksgiving! What a wealth of meaning in that word. The one day in the whole year that is set aside for thanksgiving. The President will issue a proclamation and it will be a natal holiday, universally observed throughout the United States, but with more zest in New England, for it is an old, time-honored custom among the sturdy natives of the "cradle of America."

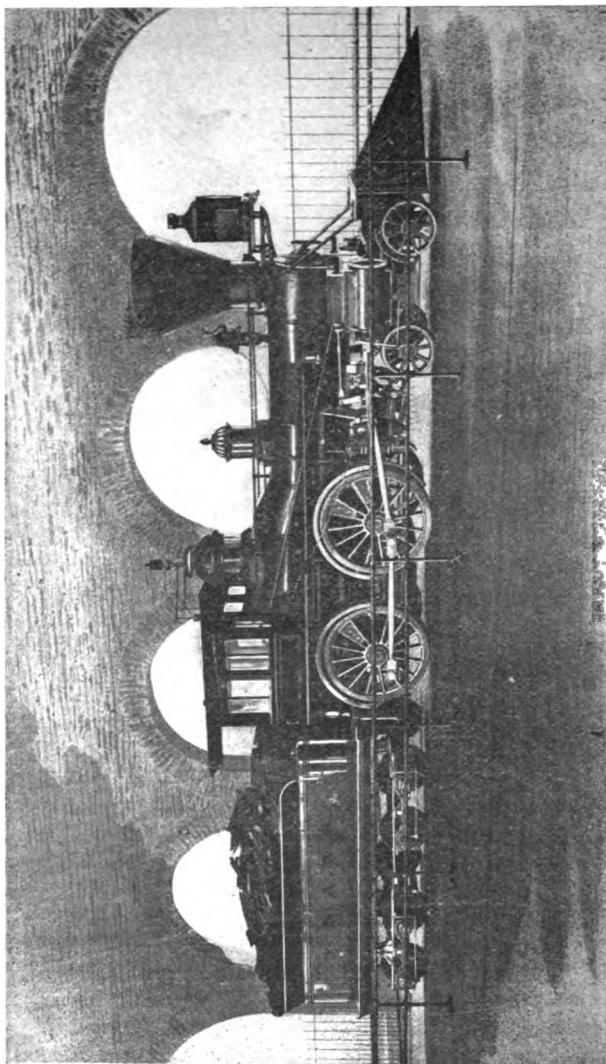
The earliest Thanksgiving day was celebrated in 1621 at Plymouth, Mass., by the Pilgrim Fathers, they who had traveled miles o'er the sea to a new land where they could with freedom worship the Almighty. Through the first terrible winter when death and privation had thinned their little ranks, yet with hopeful hearts and religious zeal they welcomed the spring, and God's sunshine and mother earth united with them in their efforts and an abundant crop was harvested. They wended their way to the little "meeting house" on the hill, the men with guns slung over their shoulders, for danger lurked near, as the Indians were often on watch to kill the white man who trod their land. The women and children followed, wrapped in their long cloaks and quaint little bonnets.

The stalwart lad and maid demure and sweet,  
Went forth to worship with unfaltering feet.  
To the house of God they wended their way  
On that first peaceful Thanksgiving day.

After the services a large table was spread, laden with their products, and field and forest contributed. A few of the In-

dians who had become friendly were invited, and so the pipe of peace was smoked, and with thankful hearts they offered their praises to Him who is all merciful. Year after year this was repeated by the Pilgrims and Puritans, and in 1789 the Episcopal Church formally recognized the civil government's authority to appoint the feast. Washington appointed such a day in 1795, and each year since 1863 the President issues a proclamation appointing the last Thursday in November as Thanksgiving day.

In New England it is an annual feast day, a family reunion around the festive board, and for a week or more the busy housewife is getting ready for her dinner on that day; mince meat is chopped and spiced, jellies are prepared, the fattest turkey in the barnyard struts around the farm, as he receives so much care; but pride must have a fall, and so Mr. Gobbler is doomed and will adorn the center of the table, browned, stuffed and garnished. Cranberry sauce, red as wine, made from the berries grown in the bogs of Cape Cod, mashed potatoes, white and flaky, turnips, yellow as gold, appetizing mince, apple and pumpkin pies, rosy-cheeked apples gathered from the bountiful orchards, Concord grapes, purple and sweet, oranges from the southern clime, celery green and white in the tall glasses, the steaming plum pudding, delicious in smell and taste, and a glass of apple cider right from the mill completes the fare. Now we have the menu and we can picture the kitchen with its old fire-



**THE GENERAL**

**STOLEN BY THE ANDREWS' RAIDERS AT BIG SHANTY, GA., APRIL 12, 1863  
RETAKE BY THE CONDUCTOR AND ENGINEER OF THE TRAIN AFTER A PURSUIT OF NEARLY ONE HUNDRED MILES  
ON PERMANENT EXHIBITION AT THE UNION STATION, CHATTANOOGA, TENN.**

place and the table covered with its snowy white cloth, and the family china and silver taken out just for this occasion. The father at the head of the tables invokes the Divine blessing, and the grace of God "for all that we have that Thou hast given us, oh, Lord."

The mother beams lovingly on her children, and the "old folks" come tottering and bow their heads crowned in silver, and through a veil of years they see once again their own youthful days of the long ago. The maiden blushing and the youth beside her, the youngsters tucking their napkins under their chins, and with liberal appetites await their "helping" of good things, the babe whose blue eyes opened since the last Thanksgiving, and the mother smiles and thanks God for one more curly head to grace the festive board—sometimes there is a vacant chair.

A sob, a tear and a silent prayer  
Goes out for the loved one who is not there.

There are usually a number of invited guests and the children and grandchildren flock to the old homestead, and we remember the poem we had in our readers in our school days:

"Over the river and by the brook  
To grandfather's house we go.  
The horse knows the way to carry the sleigh  
Over the ice and snow.  
Now the dear old farm house is in view,  
And grandmother's cap we spy.  
Hurrah! for the fun, the plum pudding is done,  
Hurrah for the pumpkin pie!"

So the hospitality is extended and smiling faces welcome you within the portals of their home. After the meal is over, the family and guests assemble in the "settin' room" fragrant with the scent of lavender, and as the roseate hue from the eastern skies casts a glow over the snowy mantle that covers field and hillside and the night shadows creep in, the chintz curtains are drawn and the pine logs in the open fireplace crackle and sparkle and throw shadows fantastic o'er the ceiling. While the children roast chestnuts and apples in the ashes, the elder people sit around the fire and tell stories reminiscent of their younger days.

Bye and bye goodbyes are said, Godspeeds are uttered, and the curfew bell rings out its tones and the autumn winds seem to cease their blustering as if but for a moment to tenderly echo Amen, and Thanksgiving day is at an end.

## The Farmers and the Railroads.

Address Delivered Before the Farmers' Union of Oklahoma, by B. F. Yoakum, Chairman Executive Committees, Rock Island-Frisco Lines.

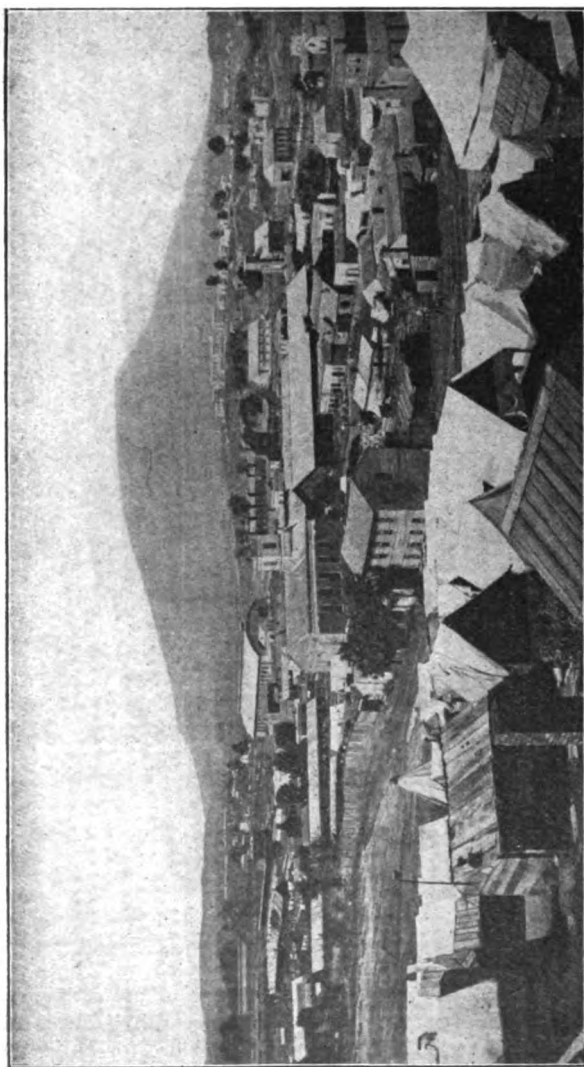
The farmers and the railroads are natural partners. The first thing inquired about by an investor in new railroad securities is the character of the country which the road will serve. If it can be shown that the territory to be served by the new railroad is a good farming country, the greatest trouble in finding the money to build has been overcome. On the other hand, the first question a farmer seeking a location in a new country asks is, "What are its railroad facilities?" The farmer must have the railroad and the railroad must have the farmer. Their interests are inseparably linked. The prosperity and success of one depends upon the prosperity and success of the other, moreover the prosperity of all

business is dependent on the farmer, for the farm is the basis of the nation's credit and wealth.

I do not come to tell you how you should run your farms, nor to discuss uplift theories of country life, but to exchange views and to promote intelligent co-operation. We can by working together, accomplish more for our common good than by working apart and relying upon the politicians to establish all governing conditions.

The things most needed by the farmer and the railroad, but which are neglected to the detriment of both, are a better acquaintance and closer working relations.

These mutual benefits can be attained through the officers of the Farmers' Union,



CHATTANOOGA, TENN, IN 1863.  
AND THE PICTURE SHOWS NEARLY ALL THERE WAS OF IT.

representing the producers, and the officers of the railroads, representing the carriers, dealing directly with each other.

In discussing matters of mutual interest, we must not be surprised if differences occur. Many controversies will arise before important questions can be settled, but they can better be threshed out between the representatives of the two interests direct, than through political channels. We should not depend upon the professional politician, whose interest too often is to create prejudice against corporations and against all commercial and financial enterprises, regardless of whether they are honestly or dishonestly conducted.

#### STRENGTH IN ORGANIZATION.

I believe in organization. It is the only way to accomplish good results. This is a nation of organized interests, and under proper management the country is better off because of them. When your products leave you, they are taken by the railroads, which are organized. They then go to the manufacturers, who are organized, and when they reach you again as a finished product they come from mercantile organizations. The producers of all this great wealth (and wealth-producing products) represent the only link in the chain that is not strongly and concretely organized.

The business methods of the country are undergoing an evolution, and one of the most important problems is the proper regulation of the railroads. I am on record so often and so earnestly in favor of fair regulation by the government, that it is almost unnecessary for me to repeat what I have so frequently stated publicly, that the corporations of the country should be so regulated as to prevent discrimination or injustice to the public, giving equal and fair treatment to all, with favoritism to none.

This country now needs what our forefathers used in laying its foundation—a lot of old-fashioned common sense. Good judgment and fair dealing are found more generally among the farmers than in any other occupation, and when they earnestly take hold of public questions they will occupy a place in our political structure that will make their good judgment and fair conclusions felt more and more in solving

the relation of the government and its institutions.

#### COMPARISON OF RAILROAD AND GOVERNMENT TRANSPORTATION.

As a matter of comparison, let us for a moment look at this country's transportation as handled by the government and by the railroads. The splendid railroad system of the United States, superior, as it is, to any in the world, speaks for itself, but how about water transportation, for which the government is responsible?

Herbert Knox Smith, of the Department of Commerce and Labor, in a recent report says that this government has built about 4,500 miles of canals, and that more than half, costing over eighty million dollars, has been abandoned. This means eighty million dollars of wasted money.

The United States government, nineteen years ago, commenced the construction of the Illinois and Mississippi canal. Its length is seventy-five miles, and it has cost to date, with interest at three per cent, over nine million dollars, 120 thousand dollars per mile.

To maintain this canal in its present useless condition costs the country's tax-payers ninety thousand dollars a year, exclusive of interest on the investment. A freight boat has never passed through it.

I mention this to illustrate one undertaking of the many, which, through the lack of system or intelligent planning in advance of the construction of our inland waterways, make up the eighty million dollars that are referred to by Commissioner Smith as wasted.

The government has expended approximately 225 million dollars on the improvement of the Mississippi river and its tributaries. The tonnage handled over the waters of the Mississippi last year was one-third less than it was twenty years ago. Professional politicians, in their public utterances, proclaim, in their efforts to prejudice the public against the railroads, that grain, coal and other commodities can be handled from St. Louis and other Mississippi and Ohio river points to New Orleans for one dollar per ton, but they do not tell you that, figuring interest on the 225 million dollars of tax money expended,

each ton of last year's shipment by the Mississippi river and its tributaries cost the taxpayers, ninety-six cents a ton in interest, in addition to the freight charges.

I have on several occasions urged the improvement of the Mississippi river and I am not now talking against it, but only illustrating the unbusinesslike and slipshod manner in which the government is carrying on its enterprises in handling the business of its stockholders, who are the taxpayers.

I favor improvements of our waterways to aid in the development of the country, but I favor them only when systematically and properly planned and built in such a manner that they will perform the service for which the money is expended. Otherwise the expenditure will be waste, not investment.

Canal construction and operation are as simple as the construction and operation of railroads, when properly located and operated in an economical manner. When railroad construction is planned, every detail of cost and revenue is investigated before capital can be had for its construction. The government should use the same foresight in planning systems of waterways.

#### ECONOMY IN GOVERNMENT EXPENSES.

I believe with Thomas Jefferson, "in a government frugal and simple, applying all possible saving of the public revenue to the discharge of the national debt, and not to the multiplication of offices and salaries."

This theory was promulgated in 1801, when the expenses of the government were nine and one-half million annually. Last year they were more than 650 million dollars. The money received for all the cotton grown by all the farmers in the United States last year was not sufficient to pay the operating expenses of the government.

This extravagance is the result of increasingly expensive political machinery. It is not directly chargeable to any one. There is no direct responsibility of the parties who have charge of these expenditures, no fear of disapproval. It is the tax payers' money. It comes easy and goes easy.

The story of government extravagance is being told so broadly through the newspapers that the masses are beginning to realize that something is wrong. The same

disregard of value of money would send the strongest private business in this country into bankruptcy. A proper use of the pruning knife in a downward revision of expenses will bring surprising results. It is not practical to itemize where reductions should be made, but they must come. The deficit should be cared for by reducing expenditures and not by raising taxes to increase revenues.

We should have a substantial but economically conducted army and navy. The area of all Europe is only three and one-half million square miles. The area of the United States is three million square miles. In Europe there are five acres to one person. In this country there are twenty-two acres to each person, and if our development is again permitted to go on and our country to grow and expand as it should, we need not fear war with any country or combination of countries.

I am not speaking against the army and navy, only calling attention to the growing expense of maintaining them. Last year they cost each family of five \$17.00, so every farmer with a family of five has a government boarder to take care of.

France has adopted new forms of taxation to build up her navy. The bitterest parliamentary fight which England has had in decades is now being waged over new forms of taxation that she may maintain her naval supremacy. Spain is having her troubles.

The European nations are teaching us a lesson. The controversies in England, the recent troubles in Spain, the unrest in Russia, the quarreling over military taxes in Germany, and the struggle against new taxes in France, should strengthen our faith in the proposition that it is better to grow more farm products and make prosperous the man who sows and harvests than to build more battleships and new guns.

Our advocates of greater military expenses tell us we are too great, too rich and too strong to fear any trouble over government expenses, but we are now running behind and not only devising new methods of taxation but are selling government bonds to take care of the deficit. The question is not one of the future, but of the present. We are making the initial mis-

take of older countries across the sea. The extension of the grain and cotton fields of the Mississippi Valley and of the west are stronger military defenses than are the war ships.

Secretary of Agriculture Wilson recently said that the most pressing needs of the United States are a greater proportion of farmers and more farming land in cultiva-

time, the government blows off in noise and smoke \$150,000. This would reclaim more than four thousand acres of land, giving homes to more than 500 farmers and their families. The money consumed in powder is lost to all future. The farmer who buys the reclaimed land must pay the government back in ten years, so it does not cost the government anything to build up the



BRAGG'S HEADQUARTERS, MISSION RIDGE, IN 1863.

tion. We would better spend more of the money we burn up in powder in making new farms. A forty acre farm of irrigated land will comfortably support a family of five. It costs \$55,000 to make a twelve inch gun. The money that goes to pay for this gun would reclaim 1,571 acres of land, providing homes for 196 people. When all the guns on all the battleships are shot one

country by helping the farmer. We should make more homes and not so many fighting machines.

Oklahoma needs no irrigation, but is greatly interested in drainage, and the same governmental regulations apply to both.

The function of the government should be confined to the enforcement of such laws as will guarantee the public against injus-

tice or discrimination, and the prosecution of all violators of such regulative laws. We should, as business men devoting our lives to special lines of work, find a way through which we can work together for the mutual benefit of the producers and the transporters. Success can only be attained through co-operation, and co-operation only through systematic organization. Once inaugurated it can be made strong and powerful in its beneficial results to both interests, commercially as well as politically, to prevent unfair legislation. We cannot overlook the fact that this is essentially a political government, with different factions striving for control, all realizing that the farmers, properly organized, will become the greatest factor in American politics.

#### WHERE FARMERS AND RAILROADS CAN PROFITABLY CO-OPERATE.

As has been pointed out to you by President Conners, of your State Board of Agriculture, "The Farmer's product is his medium of exchange." When he has a bale of cotton ready for market, he can always sell the cotton for the market price. The only value cotton has to the farmer is what he can sell it for, and anything that helps him get a better price puts that much more money in his pocket. Cotton is not perishable, and can be carried at a light charge in properly constructed warehouses. The larger part of the cotton crop of the south is taken from the fields to the railroad station and sold by the farmers within a period of ninety days at the prevailing prices during that short time. If you would prepare to hold your cotton crop, or a portion of it, extending the season for selling through nine or ten months, instead of being forced to dispose of it at ginning time, you could select your own time to sell.

If this is considered a desirable thing for the Farmers' Union of Oklahoma, in-so-far as the lines for which I can speak, and no doubt other railroad men feel as I do, we shall extend every facility we can to the officers of your organization to carry out your plan of locating a chain of warehouses so that you can store your products in your own warehouses and market them to the best advantage and at the least expense. To do this and to do it successfully, it will

be necessary for this branch of your organization to be handled under the same principles and business rules that govern other commercial enterprises.

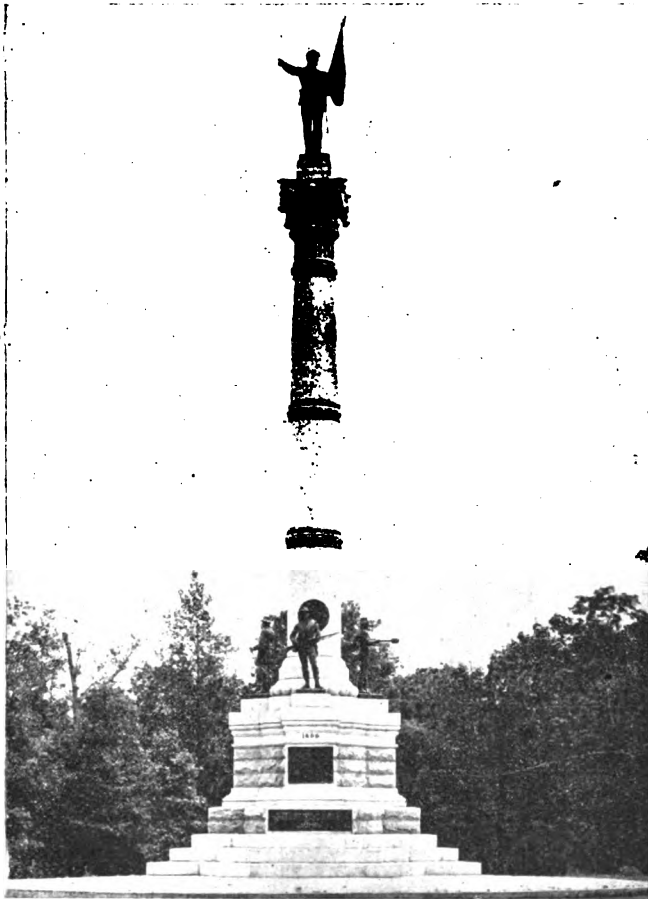
We shall also be glad to join in formulating a plan to assist you in expeditiously marketing your perishable products. In so doing we will extend to the officers and agents of your organization every means and all reasonable facilities we can under the law to enable you to keep in touch with the cars shipped to the market so that you may know that your products are both properly transported and marketed.

Through such an organization the officer in charge of this branch of your business would have many details to work out, such as making arrangements with financial interests covering the issuance of negotiable warehouse certificates against your stored products, upon which bankers will advance money. Also in making contracts for the lowest insurance upon which your warehouse products can be carried, in tracing your perishable shipments from the shipping station to the market, and in knowing that the commission merchants to whom your products are consigned handle them promptly and to your interest; in short, he should do everything possible to secure for you the largest return on your investment of capital and energy. This co-operation would bring your agents, who must necessarily travel over the country in looking after your business, in close contact with the railroads' agents and representatives, who will at all times be glad to extend to you, or your representatives, every facility in promoting your business, which means the promotion of our business. In working together, we should work closely, openly, honestly and above board. Each needs the co-operation of the other, and the Farmers' Union of Oklahoma or any other state, confining its work to social and educational purposes, might continue indefinitely without securing the benefits to which its members are entitled. To secure such benefits and become a strong factor and profitable to members of your organization, a close working arrangement should be made with the railroads, which will enable you to look after and control your products from the farms to the markets.

## LARGE RAILROAD SYSTEMS.

Much has been said concerning the enactment of a law to prevent one railroad company controlling another through the ownership of its stock. According to press reports, one of the plans suggested a few days ago by the attorney general of the United States, in addressing the Bar Association of Kentucky, was to forbid any

who fairly investigates the question cannot consistently arrive at any other conclusion than that the farmers' and the railroads' interests are best served as the roads are now operated, and to interfere with the operation of the large systems of railroads as they are now organized would hamper them in performing their duties to the public without accomplishing any good results.



GEORGIA MONUMENT, CHICKAMAUGA PARK.

corporation owning a majority of the stock of another engaging in interstate business. This in theory may sound well, but in practice it would result to the detriment of the farmer, as well as to all other shippers, so long as the railroads are managed in obedience to the existing laws.

Viewed from every standpoint, any man

To use a home illustration: The Frisco System ten years ago was less than one thousand miles, giving poor service in three states. It is today composed of twenty-eight different railroads, rendering good service in eleven states. Anyone giving the matter serious consideration, without a desire to try out new political theories, must

see the advantage to the public of operating all these different railroads under one system, rather than under separate managements.

To bring this to your every-day life. When you have a load of stock to ship to market, the first question you ask in arranging for shipment is, which is the quickest route? When you send your family on a railroad journey you ask, by which line can they travel with the fewest changes?

To further illustrate what I mean from the standpoint of a farmer's interest: if a shipment of live stock or perishable products is delivered to a railroad on the Gulf of Mexico or the Pacific Coast, destined to Chicago, St. Louis, Kansas City, or other markets, that shipment is under the control and responsibility of that railroad from point of shipment to market. It can be followed by wire until it reaches the market and is delivered to the commission merchant. This could not be done if the shipment were transferred three or four times between the point where it originated and its destination.

The large systems can help the farmers in marketing their products, but to do so to the best advantage, must be supported by the farmers of the nation in asking that this important instrument of commerce be not disturbed in its efficiency to serve them best both in transportation and in market aid, and that untried political theories be not allowed to be injected into the laws of our country, changing the present system of handling its commerce.

#### GOOD ROADS.

Another subject, important alike to the interest of the farmer and the railroads, is good roads. Your president, Mr. Garrison, has given this matter much thought, and the road laws you now have are due largely to his efforts. Farming is rapidly becoming more of a science. To insure a fair return upon the constantly appreciating value of land, the amount of crop per acre must be increased and the cost of hauling it to the railroad station reduced. After the farmer has solved the question of soil treatment and methods of cultivation, there still remains the movement of the crop over the wagon roads to the railroad station. This

expense the farmer must bear, and it enters into his cost of production just as much as cultivation, harvesting or ginning, and is a branch of expense on which a greater saving can be made than in any other way.

We have numberless instances where the construction of a railroad has advanced the value of farm lands from ten to fifty dollars per acre. We also have many instances where the improvement of the public roads has increased farm values from ten to fifty dollars per acre. Therefore, saying nothing about the relative comforts of a good road over a bad one, good roads are a splendid investment for the farmer.

According to the office of Public Roads of the United States Department of Agriculture, the average cost to haul a ton of farm produce one mile in this country is twenty-five cents. The Americana Encyclopedia tells us that similar service on European highways costs but eight cents. We have as good teams as the farmers of Europe. It is the condition of the roads that makes the difference. The Public Roads Office also states that on farm and mining products, by having as good roads as those in Europe, a saving could be made in the transportation of some of 250 million dollars a year, twenty-seven million of which would be saved on the three products of wheat, corn and cotton.

As the farmer uses both the railroads and wagon roads more than any other class of citizens, he is entitled to have them both in proper condition to handle his business as cheaply and promptly as possible.

There are now several enterprising towns of Oklahoma which offer from forty to fifty thousand dollars to secure railroads from fifty to 100 miles in length. This should not be. The laws of the country should so protect and encourage investments in railroad construction as to prevent the necessity of citizens having to contribute to help build them. I would prefer to see cash contributions to induce railroad construction expended in improving roads leading to the farming districts from the towns making the donations, confining the railroad donations to terminals and franchises. The expenditure of the money in this way will help the farmer make a better

profit and more money out of his products, which will benefit the railroads and the community at large.

There is no work more important than to build public roads in such a manner that they will be permanent and economical in maintenance. Otherwise the money expended would be largely wasted.

The question of improving our public roads in the most economical and substantial manner is one to which I attach much importance. Their construction for permanency and economy in maintenance is of such importance that I extend an invitation to the president of the Farmers' Union and

which are the three important factors to be considered, the members of this party will acquire a knowledge on the subject that will be helpful in their respective states in carrying on the work of public road improvement.

#### NEW RAILROAD CONSTRUCTION.

In addition to good public roads, Oklahoma needs 5,000 miles of additional new railroad to properly develop the state. Oklahoma is the midway state of the great area between the Mississippi and the Rocky Mountains, between the Atlantic and Pacific Oceans, between the Great Lakes and the Gulf of Mexico. It is in position to



GRANT'S HEADQUARTERS AT ORCHARD KNOB IN 1863.

one other from each of the states of Oklahoma, Texas, Arkansas and Louisiana, comprising the southwestern states, to make a trip for the study of public road building through the older states that have given this question much thought and consideration. Massachusetts and Connecticut are spending much money in building good roads. New York, New Jersey, Pennsylvania, Ohio, Indiana and Illinois are also at work and making good headway. Through a careful study of the methods of building public highways, their foundation, material and systems of drainage,

take advantage of the markets of every section. With the industry of its citizens, the productiveness of its soil, its coal, oil and mineral wealth, it possesses all the elements of strength, and with sufficient railroad mileage to aid in its development, its wealth and population will rapidly increase. New railroad construction is one of the serious problems of the day.

One of the greatest factors of our marvelous growth in the last twenty-five years has been the construction of the 106 thousand miles of new railroads.

To show what this means to the country

—to construct, ballast, equip and furnish terminal facilities for the 106,000 miles of railroad constructed in the last twenty-five years required an expenditure each year of not less than 200 million dollars, which were paid out for labor and material.

Railroad construction has practically been abandoned. There is no great construction under way, and no encouragement for the near future. This is the one disappointing sign of the country's future growth and prosperity. New railroad construction is just as essential for the great development that should take place in the next twenty-five years as it was in the last twenty-five.

If I were asked to name the most effective way to check this country's growth, I should say, stop railroad construction for

a few more years, and our country will become a nation of industrial decadence.

Our secretary of state sounds the keynote for the development of China when he says: "The American dollar with the American man behind it and the American government behind both." That is a broad and comprehensive policy to outline, and if we again enjoy a constructive, rather than an obstructive policy, this government must adopt as liberal an attitude towards its own country as it does towards foreign countries in giving American builders the same encouragement and support.

In conclusion, there is nothing like teamwork. We should pull together, with the common purpose in view of a better understanding and closer co-operation for the advancement of our mutual interests.

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## His Turkey

BY FELIX J. KOCH.

We were in the advertising car of a new railroad, built up into the Canadian wilds, half a hundred of us, newspaper men, magazine correspondents, and special writers, lured up into Alberta's plains simply that we might see their road, on the face of it, but really because the wily advertising agent knew well enough that whereof we had seen, we would write. They were swapping stories as we bowled through the grain fields, fields of wheat and oats, and oats and wheat, until you wouldn't have turned your head to look at another sheaf.

Then it came the turn of the man from the south—had a paper, a weekly, at Greenville, Tenn., if we recollect correctly, and a circulation which stretched far up into Kentucky. He helped himself to the Scotch which the advertising agent provided for those he deigned to bring into this car, then drew a breath at a cigar, and began, as befits an editor addressing creatures of his kind:

"There comes to me now, as we ride through these wheat fields, a story I had from an old engineer on a road running through our town. It was in the early days of his railroading, when the little bank ac-

count had not yet run high into the fourth figure, and what there had been there, when once it had touched two thousand, had been largely drawn on to fit out a new home. Then the stork had made his appearance there in the little town at the junction, and a pair of twins, a boy and a girl, called the proud young engineer 'father.' The months went by, the twins were getting well past four, and yet promotion did not seem to stare him in the face. He had a 'sure thing,' the road was paying, and would doubtless continue to run long after he had abjured the throttle—he knew just what to expect each tenth of the month, but that was all.

"Then came 'hard times,' and particularly to Kentucky. Potatoes went up, flour went up, bacon and beef went up. And wages remained just the same. Sicknes, too, had come; one of the twins, playing along the track, had contracted typhoid and was down week upon week. Finally, when the little one began convalescing and the forests of the Kentucky mountains took on their annual tinges of russet and gold with late October, and the autumn wind swept the leaves into little hummocks all along the

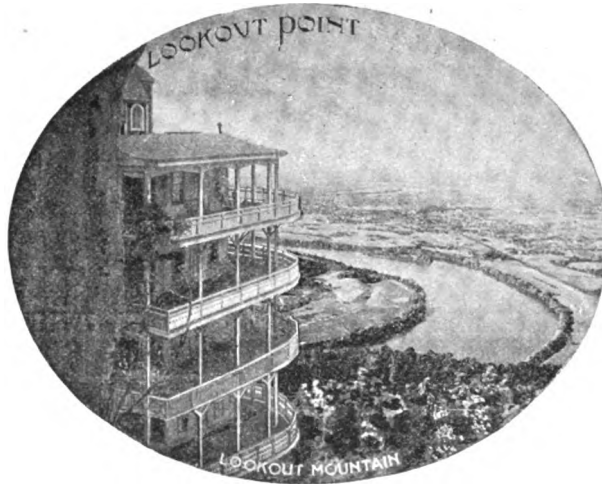
rails, Thanksgiving time approached. But, would there be a turkey? The twins had come to that stage in childhood's career when all of Thanksgiving centered itself upon the bird, roasted and gracing the table. It didn't seem so.

"Every alternate day, as the man made the run through the mountains of southern Kentucky, he ran into a flock of turkeys. The birds were wont to feed on the grain which dropped from the cars on the railway tracks, and when the tremble of the rails advised them of the oncoming train, or when, from afar, they heard its rumbles, they flew to the side of the track, and there, perching on a snake fence, awaited its passage. Then, doubtless, they would re-

from the back of the tender, and then, once we've gone a dozen yards, we can back up quietly and into them.'

"The engineer didn't like the looks of the proposition. One never knew who might be aboard the trains, and one had to give reasons for stopping at a remote point in the wilds, backing as suddenly, and then running out to see. 'Well, what if you were asked?' 'I'm afraid it won't do,' he finally concluded. That settled it in the fireman's mind.

"The fireman was a bachelor, but he had his sympathies with a man with two kids that were crying aloud for a Thanksgiving turkey. It was all the engineer talked of now. Hard times, wife worn out with



turn to their feeding. It was a tempting sight, the flock of turkeys! Great bronze gobblers, who were willing to dispute every inch of domain with a farmer; beautiful, glossy-backed hens, little turkeys, the size of a large chicken. And the children kept asking him daily now, 'would there be a turkey for Thanksgiving?'

"In the cab he talked it over with the fireman.

"'Why not try the scheme of dropping a lot of grain on the track and then running back into the flock?' this one suggested. 'Those turkeys no sooner find us passed than they come back to their feeding—know the trains like a book. Now, then, when we go by, I'll drop a lot of grain

nursing, puny kids, prices soaring. And the while the fireman paid a slightly raised board bill each week at the lodging house beyond the yards, and salted the rest away in a bank around the corner. He knew the other too well to make any offer of charity. And yet it began to get on his nerves as November grew old and he found the chance of a turkey for the kids getting slimmer and slimmer.

"Two days before THE day he concocted a plan. When they turned at the southern end of the run, for the north again, he brought a queer paper-wrapped parcel aboard the engine and put it away in the seat box.

"It is part of the etiquette of the corps

for neither of the men in the cab to ask the other of what he may stow in that holy of holies unless some intimation is given that the question is welcome, and this time there was none.

"Meanwhile the train spend on. Northward through the mountains, northward, sometimes at almost a snail's pace, as the engine groaned against the grade, and the heavy wheels slipped well-nigh beneath the weight drawing them down. At the crest almost of the uplands, they ran into a turkey flock as usual.

"The fowls were scattered along the right-of-way, picking at what there might be there to attract them. The fireman gave a cautious side-glance at his companion. He noticed his eyes glued wistfully at the turkeys. The sooner to have the thing through with, therefore, he pulled a cord and a whistle, shrill and clean cut, pierced the upland air. The frightened turkeys took to their wings, scattering helter-skelter. One of the birds wheeled, turned, and, foolish bird that it was, landed on the tender of the slow-moving train. Then perceiving the water which lay in a bucket at the front, it proceeded, unabashed, to drink.

"The engineer watched the bird as might a man of stone—so near and yet so far! Not so, however, the fireman. Stealthily he watched the mighty bird as it came ever closer. Then, rapidly, noiselessly, he undid the long Scotch tie he wore about his neck and on his shirt front. With a dexterity borne of long practice, he made a noose. A moment it poised in the air, the next it had the turkey 'round the neck. Not that it would have held so powerful a bird very long, but almost within the instant he had the sadly frightened bird jerked bodily into the cab of the locomotive and was upon it. The engineer had come out of his stupor, and with the shovel for belaying pin was beating the life out of the neck and head that had incautiously poked themselves from under the fireman's chest. In a very few moments the proud cockerel turkey was dead. They had reached the top of the grade by this time and were now descending the mountains. The bird was the fireman's but the engineer understood.

"'Come, let's pluck her while we've got the time,' the captor suggested, and the

other lent a hand. Between them they managed to scatter turkey feathers over many and many a mile of Kentucky right-of-way, while the sparks flew upward. They were getting on toward the junction when the work was completed.

"Gee, what a bird, a perfect dandy! The engineer was devouring the turkey already, with his eyes.

"'What'll the girlie say, aye, Jim?' the fireman asked.

"'Why it's yours, Tom, your bird; I couldn't think of taking it.'

"'What'd I be a-doing with it; give it to the boarding house mistress, after she raised the rent on me, or sell it for a song? Not much. You'll take it home, or I'll know the reason.'

"The engineer needed no urging. 'Only you've got to come help us eat it—that's understood.' So it was agreed.

"The turkey, finely picked now, was put into the engineer's box. Then the fireman drew from out his own treasure-house the paper-bound parcel.

"'Jim, I had a surprise here for you and the kids. It's a hen turkey I bought down to Somerset. Thought as it might come handy. I'd like to got a bigger one, but hard times, you know.'

"He undid the parcel. The bird was a fine one, but a mere infant beside the monster.

"'It's a pity; I know you'll have turkey to tire ye with the one, you won't want the other. What'll we do with it?'

"'Got no use for it?'

"'Me? Nuh. What 'ud I be doing with a raw turkey?'

"The engineer stopped to scan the track, where, ahead, the signals for the hamlet of Weldon already came into view.

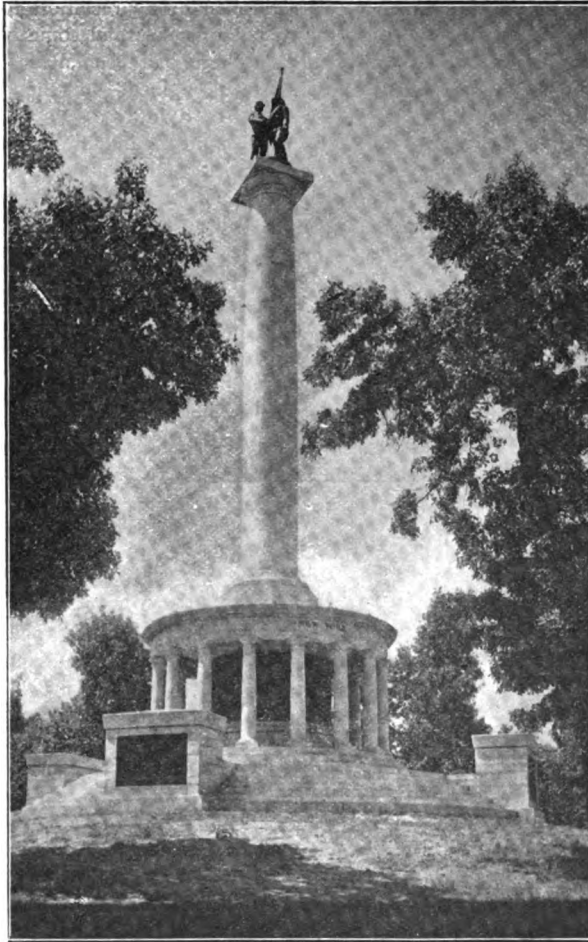
"'Course, tain't any of my affairs, Tom, but down there to Weldon there's the station agent as might appreciate that bird. Got an old mother and a sick wife and don't know how many kids. It might be mighty welcome. He's a deuce of a nice fellow, too.' The other was thankful for the idea.

"'We won't say a word till we pull out. Then you run her slow and I'll call him and hand it to him, and away we'll go. I'll scribble outside here "Merry Thanksgiving"

or "Happy Thanksgiving." Say, which is proper?" They argued it between them. Then they settled on the 'Merry.' It sounded merrier, more joyful.

"There was quite a stop at Weldon, and both engineer and fireman left the cab. From the station, as they read the dispatches, they could see the greasers climb

"Then they went on. Night came and the train sped faster and faster. Already the engineer was planning that Thanksgiving turkey dinner. He felt he could spare enough for cranberries and pumpkin pie. The fireman insisted that he would donate any two vegetables they preferred, so the engineer suggested it be, say—red cabbage



NEW YORK MONUMENT, LOOKOUT MOUNTAIN.

up into the cab, and through, and down the other side as the shortest way 'round. In the gathering gloom, their lanterns and the beat of the hammers down under the heavy Pullmans gave a dismal air to the night. They had put a lot of new greasers on this division—they were all strangers to the engineer.

and potatoes. Of course, the wife would have soup and coffee, and what more could they wish?

"Wonder how much the turkey weighs?" The engineer was seeking an excuse for just another look at the bird. 'I must make a guess.'

"He raised the cushion and the lid of his

seat. For a moment he stared into the dark. Then he felt far down.

"What's the matter?" the fireman asked, as the conversation remained broken.

"Say," and the face was blanched, 'the turkey's gone.'

"Gone?" The other couldn't believe it. 'It's them d—n greasers.' The fireman wasn't in the habit of swearing, but he let an oath escape him.

"Together they searched every inch of the cab, looked in the boxes, anywhere a dead turkey might or might not be. At last they gave up in desperation.

"And to think I gave away your'n—and the engineer couldn't quite keep in the sob.

"Never mind; if I knew which of the d—n greasers"—he didn't finish.

"The engine pulled into the depot, deposited its passengers, and was run to the round-house. The foreman came out and handed a message to the engineer. It was dated 'general headquarters,' and was signed by the superintendent of motive power. He was a new superintendent, had

come from the west, and the men had heard much of him and his theories. He believed in a reign of good will, and so they dubbed him Golden Rule Wilson.

"The telegram was short: 'The superintendent presents his compliments of the season to Mr. Brown and begs him to accept the Thanksgiving remembrance which the foreman will turn over to him. This as a token of appreciation for the good service done the road some weeks since.'

"There had been a washout, and a less careful engineer—but then, that was only in the line of duty.

"Engineer and fireman both wondered what the 'token' might be. It wouldn't be a watch, the road only gave watches for preventing a wreck. And it didn't promise to be the news of a raise these hard times. They turned the order for the packet over to the foreman. He stepped into his office and handed over a chip basket with a ten pound turkey! This came with a card attached, again bearing the compliments of the road."

## Labor Day Address at Fargo, North Dakota

BY J. F. T. O'CONNOR.

In accepting the invitation of your committee to speak upon this occasion I am not insensible to the high honor which has been done me. The importance of this occasion can not be overestimated. The legislature of our state responded to a popular and just demand when it designated this day as a legal holiday.

All progress means war. It is a struggle in which those best fitted to survive live. The animal and the vegetable kingdoms are alike affected by this principle, and indeed, it permeates our entire industrial system. It may be cruel, but in it lies the salvation of humanity from drudgery, and through it man sees the millennium. With the great sweep forward to things higher and better, living organs and organizations, and all problems associated therewith, become more and more complex, and strange as it may seem, at the first glance, more and more in harmony with every pulse beat in nature.

Of the thousands of problems there is none more fundamental and complex than the relation of the wage earner to the capitalist. It is not a struggle of antagonistic forces, for they are so correlated and interdependent one upon the other, that so long as you have the one you must have the other. The result of mental and physical labor is capital, and at present that capital is directed and controlled by individuals. The collective ownership and distribution of capital is another question, but that subject is not for discussion here. The labor question has to do with the present system.

### PRODUCT OF INDUSTRIAL SYSTEM.

Labor unions are a product of our industrial system. They do not exist in the earlier history of our race, when man roamed the forests in hunt of game, for he was unto himself master and servant, lord and slave. While the pastoral stage in which man drove flocks from field to field

and from stream to stream, made possible sustenance for a larger number, it was not until the agricultural stage that great wealth really existed. So long as master and servant worked side by side in the earlier occupations there was no need of organization among the laborers. But with the advent of the factory system when spinning for the market could no longer be done at home on account of the introduction of improved machinery and steam, thousands left the country districts allured on by the mystic call of the steam driven wheel, where it seemed 'a living was possible, and here the labor question had its beginning. Specialization of labor at once commenced. The factory owner could no longer know his thousands of employes; the personal relationship became impossible and the sympathetic relationship between the employer and employe became reduced.

During the latter part of the eighteenth century the crop failures in England drove hundreds of thousands to the city, and this unchecked, unrestrained labor supply flooded the markets and wages dropped to the starving point. The factory owners made individual contracts and the man without an aged father or mother or family to support could labor cheaper than a man who had a parent dependent upon him or a wife or little one crying for food, and he was hired. It was a cruel war; a war not for leisure, but for work; a war for bread; a war in which men offered their life's blood in order that a sick or starving child might be given a wormy crust. Human beings were crowded into the worst slums of the city, in cellars, in attics, anywhere—and in many cases it was months before the sunlight shown upon a little baby's face. Despair was written upon the foreheads of many of these people. Those with stronger hearts prayed while others cursed and said there was no God, and hissing between their teeth challenged hell. The unsanitary conditions, alike destructive to morals and health, bred numerous diseases and epidemics were frequent. The hours of labor in the factory were increased to fifteen and sixteen and in some cases longer. The length of the day was determined by physical endurance, and when the men and women fainted at their posts they were carried

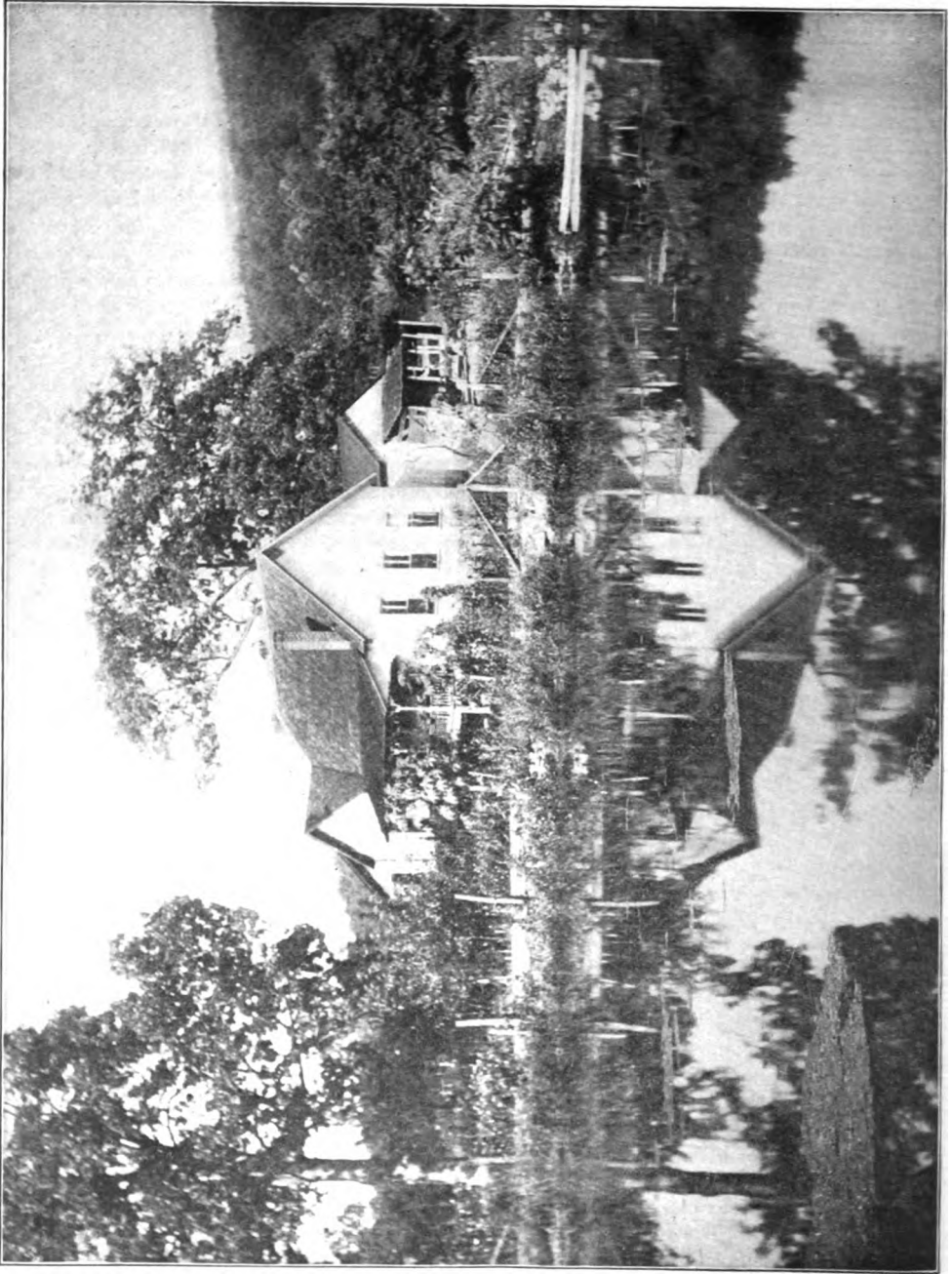
out. The fear of being replaced was a stimulus stronger than any drug, for it meant starvation. These conditions greatly increased drunkenness, insanity increased at an alarming rate, and the criminal class was made seven fold larger.

#### SOUGHT AN IMPROVEMENT.

While in the factory conditions were almost beyond description, they constituted a paradise when compared with the conditions in the mines. Here the miners breathed poisonous gas, and lived for months in the depths of the earth with their families. The little children came into darkness; too weak to cry it was hardly possible to tell whether or not there was life in the tiny human form, as it cost money to take the little child to the surface of the earth—it was probably left until it was several years of age—then it knew not of sunlight or of fresh air; these things to the little child, the same as to its father and mother, cost money. Then up there where there were blue skies, sunlit heavens, gentle wind, flowers, trees and running streams, there was no home for the little child, no welcome, no friend.

Strange as it may seem, the laborer, assisted by the statesmen who clearly saw that the strength of the nation was being undermined by these conditions, sought shorter hours and better wages. Then came a storm of protest. The mine owner and the capitalist said they would run their business as they saw fit. The sulphuric and the carbonic acid gas, which poured through the walls of the mine and into the lungs of the miner, his wife and his children, did not reach the comfortable home of the owner. He could send thousands into these hell pits day after day and no law of man was broken, no canon of God touched the mine owner's conscience.

English courts branded the laborer, who sought to organize his fellow men to better these conditions, as conspirators against the common law, as well as the statute law, and fines and imprisonment were penalties. The employer was free to contract, but the laborer could not make stipulations regarding the sale of his labor. Indeed, he was restrained from taking more than a certain wage by English law. The factory and mine conditions, which I have just de-



COUNTRY HOME OF R. B. STEGALL  
THE ONLY SECRETARY AND TREASURER DIVISION 148 CHATTANOOGA, TENN., EVER HAD, AND THE OLDEST SECRETARY IN THE ORDER.

scribed, resulted from individual contract between employer and employe. The one had a hundred to select one man from, the other had no capital and starvation drove him to make detrimental contracts.

Trade unionism starts with the recognition of the fact that under normal conditions the individual, unorganized workman cannot bargain advantageously with the employer for the sale of his labor.

About seventy-five years ago parliament legalized trade unions. The legalization acted like a lightning stroke on the minds of the slumbering masses and the shackles which bound the laboring man in slavery were broken. So great a force set free was bound to commit errors. Human institutions seldom reach perfection. John Mitchell said: "I do not conceal from myself the fact that trade unionism has made its mistakes. No institution fully attains its ideals, and men stumble and fall in their upward striving."

#### ACCOMPLISHMENTS OF UNIONS.

Now, as we have traced briefly the development of trade unionism, let us see what these organized men have accomplished. They have raised the standard of living of the workmen; they have increased his wages; they have made him a better buyer in the markets of the world; they have given him more leisure; they have increased his efficiency; they have protected the women and children from hard labor, and by doing these things they have raised their ideals of life, and they have become better citizens of the world.

Let us dwell briefly on some of the points which are in dispute. When the question of more wages and fewer hours was first proposed it was violently objected to on the ground that it would give the workman more hours in which to indulge in riotous living. The men who propounded this theory forgot to apply the same law to themselves, and if they did not apply it, they failed to show wherein their nature was any different. On the contrary the average laborer has spent his time with his family, in his club reading, attending lectures, and he is taking advantage of our splendid system of free libraries. The man who works until he falls from exhaustion

is more liable to indulge in improper living, for such continual work depraves a man, makes him morbid, pessimistic, and drives him nearer to the animal, while the man who works reasonable hours is happy, his mind is not tired out, and he is anxious to enrich it in the ways I have mentioned.

Shorter hours have increased the efficiency of the laborer. Is it not reasonable to suppose that the man who comes to his employment in the morning after a reasonable day's work feels much better and commences his toil with a lighter heart than the man who is tired, nearly exhausted, weary from too long hours. This has been demonstrated in numerous instances. A year ago two warships were built by the government, one was built under a contract which called for the long work day, while the other was built by government contract under the eight hour day. The results were closely watched and proved a decisive victory for the eight hour system. This is one of many instances, but I mention it as it is easy to get the figures from the department of labor at Washington.

Many people have mistaken the impression that in order to obey the laws of the union a man must bring himself down to the level of the man with the least ability, and that no recognition is taken of a man's capacity to work. The union sets the minimum and not the maximum wage. In a great many cases an especially efficient workman is given a great deal more wages than is called for by the union scale. It is possible for a man of more than ordinary ability, who is protected by a union, to get along without exerting himself to the fullest extent. Such a man is taking advantage of the union; he has not the interest of his employer at heart, he is degrading and demoralizing his very nature by not taking advantage of the powers God has given him, and such man merits the just condemnation of his fellow men, which he generally receives.

#### FOR HIGHER MORALS.

The unions are largely responsible for the war which is being waged today against the "white slave trade," child labor, which is the one conspicuous blot on our national character and the one thing for which we

blush before the world, boasting as we do of the freedom of our institutions, and the integrity of the American character.

In furthering the ends of unionism crimes have been committed. Strikes have been ordered, which while lawful when not accompanied by violence or intimidation, have often led to riots and men have been slugged and killed. However, the unions have condemned these acts in no uncertain terms. They realize that each act of violence is a step backward, and tends to lose the respect and confidence of the people. The Woodworkers' union of Evansville, Ind., a few years ago struck for shorter hours and higher wages, and the strike carried on was a splendid example of the orderly manner in which strikes are conducted of late. The Karges Furniture Co. applied for an injunction to prevent the strikers from picketing, intimidating and otherwise interfering with the plaintiff's employees. The union had voted to conduct the strike in an orderly manner, and according to a definite formulated policy. It was shown by testimony that several of the union men did assault non-union men. In passing upon the injunction the courts from the lowest to the highest said that a restraining order would lie against the actual aggressors only and not against the union, which had officially discountenanced coercion. Quoting from Judge Hadley's opinion: "It is, however, generally conceded in this country and in England that workmen when free from contract obligations may not only themselves singly and in combination cease to work for an employer, but may also as a means of accomplishing a legitimate purpose use all lawful and peaceful means to induce others to quit.

#### UNLAWFUL STRIKERS SHUNNED.

I honestly believe that the unlawful striker is as much out of harmony with the majority of union men as the criminal is out of harmony with society. To strike a man on the head with a brick is a crime, for a corporation to accept a rebate is a crime, but in the nature of things the one is magnified much more than the other. It is not necessary for the unions to go outside of the law to accomplish their object. It is just as lawful for a labor union to say to a corporation that we will furnish you so

much labor at so much as it is for the Standard Oil Co. to say to the consumers that we will furnish you oil at so much.

The statement has been made by several large firms that they were forced into bankruptcy by the union men demanding too much wages. It must be remembered that a great many firms where a union man has never worked have gone into bankruptcy. However, there is a danger but I believe that the unions are becoming more and more conservative. The failure of a firm means the livelihood to thousands of men and women and radical action can not be tolerated for a moment. Boards of conciliation have adjusted many disputes the past few years and seem to be growing in favor where there is an honest difference, but there is little use for them where one side says there is nothing to arbitrate. It must also be remembered that John Mitchell, president of the United Mine Workers of America, reduced the wages in the coal district 5.5 per cent, and kept them for over a year.

In this day of keen competition it is necessary for the employer to trust implicitly to his men. A large body of laborers, whether they be union men or not, can destroy large industries if they are not honest and do not give an honest day's work. Never before did so much depend upon the laborers; never before have laborers been so free; and never before have men been trusted so implicitly. You are powerful, and into your hands is intrusted much of the country's future prosperity.

#### THE STATE IS CONCERNED.

Twenty years ago the state took the position that it had no interest in matters pertaining solely to employers and employees. That it was beneath the dignity of the public to enter into private affairs of the buyer and seller of labor, who must be left to fight out their own differences alone. But a new position has been taken, and the state is concerned with all problems, which affect its prosperity, and the contentment of the working classes is of the greatest importance. The state has an interest in every life, and men are not permitted to work in ill-ventilated factories, and the greatest safeguards are thrown about employees in factory and in mine. The government did not

agree with President Baer when he said that he would run his business to suit himself. The agitation on the part of the labor unions, and the interference on the part of the government have given better sanitary conditions, and owners of industries have been compelled to safeguard dangerous places. A man has a right to refuse to work in a poisonous atmosphere, and he can demand conditions of safety to life and limb.

The peace and prosperity of our country in no small degree depends upon the contentment of the working classes. The best blood of our nation flows in the veins of those who keep in motion the wheels of industry. Through your ranks have come some of our best statesmen. The voice of the workman has ever been on the side of reform. He may be opposed, for a day or a year, he may be cajoled but he cannot be bought. He has fought a good fight, he has suffered ignominy and abuse, but he has not lost faith in our institutions, and when the summit is reached, and the battle is carried on above the clouds I have no doubt but that our progress can be safely trusted to him. It has been a long struggle from slavery to freedom, and it has been a bitter struggle. To deny that a laborer has a right to strike and break the chains of serfdom; to demand better conditions in mine and factory and to be given enough to support a wife and family, is to impeach the men who fired the shot at Lexington and Concord, heard 'round the world—more it is to disbelieve the phrase that "all men are created free and equal," which is written in the grandest document ever produced by man—the Constitution of the United States. The American workman asks neither sympathy nor the gifts from philanthropy. He asks for the just share of the fruits of his labor.

#### A FACTOR IN CIVILIZATION.

Organized labor will be a factor in our industrial civilization as long as the present system endures. "No man need fear or-

ganization among his employees if he approaches the honest differences between them through boards of conciliation," remarked ex-Gov. William L. Douglas, at the annual meeting of the New England Civic Federation Club. "As a workman at the bench," said Mr. Douglas, "I was a member of all the organizations of my craft, and since becoming an employer I have always felt that my employees had the same right to belong to labor organizations as I had myself." The labor unions are not a hindrance to our prosperity, our country is just in the early dawn of a new period of prosperity. Our 80,000,000 people have hardly scratched the 3,500,000 square miles of surface of our country, and we have plenty for many times that number. In our state, which offers exceptional possibilities, we have several hundred thousand acres of free land, and any man can become a capitalist by digging a well and building a shanty.

In conclusion I would say that an organization which has restored manhood to human beings, which has protected helpless children, and thrown every safeguard around the family hearth, which has elevated labor from disgrace to dignity, and which is founded on the broad principles of justice and humanity, is a large factor in the building up of our civilization, in creating a broader sympathy between man and man, and while the lines of labor and capital diverge for a period they are both tending towards the same goal, which will ultimately bring both factors into perfect harmony. Two million and a half of men with higher ideals, better morals and more intelligence are bringing order out of pandemonium, raising the standard of citizenship of the world, increasing the happiness of hundreds of thousands of homes, and by doing these things they are making more secure the foundation upon which our liberties rest, and are accelerating the current which is sweeping humanity forward to the golden goal.



# The Word in Season

M. L. REDANS

A beautiful morning in June, the sky cloudless and blue; the grass green, the birds fairly bursting their tiny throats in song. All nature attuned to beauty, fragrance and the joy of "growing things."

Malcolm Chester came down the steps of his suburban home to take the 7:45 car to his office downtown. A tall, finely formed, perfectly groomed, energetic young business man, good features, with alert, yet easy manner, that spoke of constant contact with the outside world, but the eyes had in them a dissatisfied look, and about the firm mouth were lines, not intended by nature to be there. A slight frown was on his forehead and, as he settled himself in the car to read his morning paper, a vision of his home came to him.

He saw the pretty dining room: the breakfast table cozy and neat; the breakfast perfectly cooked and served, but his wife—she had been a beautiful blonde, but now her complexion had taken on a dull, grimy look; her hair was twisted upon the top of her head. She wore a dark unbecoming wrapper, a gingham apron, none too clean, and slippers down at the heel.

As he rose from the breakfast table, she had said in a sort of apologetic tone of voice: "Malcolm, can you let me have a little money this morning? George needs some shoes and baby a bonnet and"—"How much do you want," interrupted her husband, and, though she had fully intended asking for a considerable sum, her courage failed her and she said: "Oh, about \$3.75; I guess that will do." Malcolm went down into his trouser pockets, extracting four silver dollars which he laid down on the corner of the table, his conscience reproaching him as he did so, and his good angel whispered: "Why not give her that new, crisp ten dollar bill in your vest pocket," "But she always asks for what she wants—she'll manage," he assured himself and, bidding her a curt goodbye, as had been his habit for some time, he left her in the same indifferent manner.

"What is the matter with Julia anyway?" he mused. "Wonder she wouldn't get something for herself once in awhile and not

put it all on the kids. She doesn't seem to care how she looks any more, so I do not see how I can help it," and man-fashion, he turned to his newspaper and was soon in the merits of stock and real estate in which he was interested.

Malcolm Chester was not a hard man nor was he stingy. He loved his wife and his two children, but, when he was married seven years before, their worldly goods were not very great. He had entered as a working partner in the office of an old friend of his father's, who was a dealer in real estate and insurance. He put in no capital but brains and hard work. Of these he had not been sparing and the result was that the business soon prospered, and he was successful beyond his expectations.

He was a good provider as regarded provisions, fuel and the general necessities of life, but he had never taken his wife into his confidence. He had never told her how much he had saved or invested. Of course, when he decided to buy a home, she knew how much was paid and that she was joint owner of it and she had signed the deed, but having from the first commenced to economize, she had never felt that she could do differently.

With the coming of their two children she knew there were additional expenses, and she "did like a nicely furnished home, a good table, and she would dress her children neatly and nice," and as her husband had never made her any regular allowance, she felt that what economy was practiced must be on herself. She gradually let her own wardrobe diminish in size and quality and, as was natural under these circumstances, not having very much to dress on, she had gotten into the habit of caring very little about her personal appearance, and right here is where her hold on her husband relaxed.

He was fastidiously neat and particular in his dress, and his wife's untidy appearance made the one blot in their pretty home. Yet he did not seek to remedy the evil. He did not say to himself, "Now here, I am more to blame than she—she stays at home with the children, not seeing

very much, and by the time she has the work done and meals ready and children cared for, she is too tired to dress, and besides I ought to give her more money." Oh, no; these thoughts, if they ever intruded themselves for a moment, were dismissed with "she is a woman; she ought to know her own business; I guess she could look better and have more if she wanted to; I never refuse her when she asks for money." No, he never did refuse her, but never offered her any of his own accord, and deep, deep down in her heart were feelings she could not analyze, a pride that kept her from begging for what rightfully belonged to her, so the present, rather strained condition of their domestic affairs were really the result of mutual misunderstanding—not commencing right.

How many homes all over our land are being wrecked on this very rock? Her husband gone, the little woman sat a few minutes fingering the money nervously, contriving, as she had often done before, how to make four dollars do the work of six. Hers was an elastic temperament, and though a couple of tears did fall at first, she was soon clearing away the table, singing at her work, and by the time the little ones were dressed and washed, baby in her high chair at the table, George, his breakfast finished and ready for the kindergarten, she had recovered her usual good spirits.

The morning was occupied by putting every part of her pretty home in perfect order. Then, after the light lunch she and the children had at noon, she began to dress for the street. It did not take her long, and as she was putting on her gloves she noticed one of the fingers were badly frayed at the end, but she only thought "It will not be noticed; I shall not go downtown; that new department store in the third block from here has a very nice stock of goods I know, and I'll just put baby in the buggy and take her with me."

She was putting the finishing touches to baby Ruth's toilet when a cheery voice called "going out?" and she turned to meet the straightforward, kindly eyes of a woman, who, though no longer, young, bore about her the unmistakable stamp of an up-to-date, well-preserved woman, her hus-

band's cousin, Miss Kate Stanton, who lived a few doors away. Mrs. Chester was instantly conscious that she had not taken the pains she ought to with her hair; that her belt was awry, and she knew that Cousin Kate saw the hole in her glove, for the eyes, though kind, were searching and keen, but she answered "Yes, I have a little shopping to do for the children, and thought I would go while George was at school."

"Shopping for the children? Always for the children and never getting anything for yourself. What's the matter with you, Julia, you used to like to dress, and surely Malcolm likes good clothes."

"Oh, you have no idea how many expenses there are to be met within a home. It seems as if every day there is something to take money where there are two children. Then, this place is costing us a good deal, taxes and improvements, and as I cannot go into society while the children are so small, what is the use of having expensive clothes?"

Cousin Kate walked up to the little mother and deliberately putting both her hands on her shoulders, said, "Julia, I have been wanting to say something to you for a long time, and now, at the risk of being thought meddlesome, I am going to say it."

"Go on," said Julia meekly.

"It is just this: You are making a great mistake by putting husband, children and home first and stinting yourself. Not that I would have you neglect either one or the other, but if you go on wearing the same things day after day until they are dowdy looking and old-fashioned, you will soon find out that your husband is not your property alone; that he can admire a pretty face and tastefully dressed woman, just as he used to admire you. Look in the glass—tell me truthfully, would you, if you were Malcolm, like to have your wife go out on the street as carelessly gotten up as you are? Your hair is not done becomingly; your belt is out of place; your skirt is faded, and—"

"Stop, stop," cried Julia, turning crimson, "how cruel you can be, Kate. I look decent and that is all I care."

"Hardly decent," went on relentless Kate. Julia, if I did not love you so well, I would not have said what I have. You

are too good and bright a little woman to let some one else share your husband's attentions."

"What do you mean?" demanded Mrs. Chester, her eyes blazing and the crimson flush giving way to an ashen paleness.

"I mean nothing in particular, only do not let the other women of his acquaintance monopolize all the charms and qualities that make a woman lovable."

"Is Malcolm as kind and attentive as he used to be, and are you as happy as you once were?"

"Oh, Kate you know better; you know we are not," and throwing herself on the bed she burst into tears.

Cousin Kate said nothing for a few minutes, until the sobs had subsided, then sitting down beside her, she softly stroked her hair, and while she wiped away the tears, said "I have seen for some time past that you are growing apart. Malcolm is a good man, but naturally a little selfish and conceited, and inclined to be a trifle tyrannical. You say you cannot go out into society. Well, then make as much of your looks at home as possible; have some pretty house dresses for morning and afternoon. Get up a few minutes earlier in the morning so as to have time to comb your hair and dress yourself neatly and watch the result. Now, instead of buying things for the children this afternoon, get something for yourself, and tonight when he comes home, be dressed becomingly and see if it does not pay."

Julia looked up through her tears and said "I believe you are right, Kate. I see myself as I never did before, and I thank you from my very heart for your words, cutting as they were. I know you are a true friend, for you have proved it before. You remember how you took me to task for doing all my own work? I have gotten along a great deal better since I had Mrs. Hudson come every week."

"Well, wasn't Malcolm perfectly willing to have a wash woman?"

"Yes, and he said it was very foolish in me not to have had one before."

Mrs. Chester bathed her eyes, added a touch or two to her toilet and left the house.

Cousin Kate clasped the baby in her dear,

loving arms that had never held a baby of her own, and one pearly tear fell on the rosy cheek as the good woman breathed a prayer to the all-loving Father above: "God grant that the words I have spoken may sink deep into her heart and make such a change in her that it will bring back the wandering heart of her husband and show him the abyss on the verge of which he is standing."

Miss Stanton had had business to attend to that morning downtown. Having finished it, and being hungry and tired, she entered a nearby fashionable restaurant. She had given her order and sat idly waiting, looking at nothing in particular, when a voice she instantly recognized fell upon her ear. Looking in the direction whence it came, she saw Malcolm Chester about to seat himself at a table with a young lady who, though slightly older than his wife and not nearly so pretty, was neatly and faultlessly dressed. They were laughing and chatting, so much absorbed in each other's society that Miss Stanton resolved to remain and watch them, having little fear of being observed, as her cousin's back was turned and she was a stranger to the lady. They ate their lunch very leisurely, and finally, when the check was brought in, she saw Mr. Chester pay the bill and quietly noted that it must have amounted to quite a sum.

Her mind was made up on the instant. She could not believe her cousin guilty of more than thoughtlessness, yet the little wife at home must be put on her guard. Still, she must never know, unless—and here her lips shut firmly together.

Arriving at her home, she stopped only long enough to change her street gown for a more simple one, then went direct to her cousin's house—we have seen with what result.

We will now return to Mrs. Chester. It chanced that the department store she had mentioned was having a special sale on house dresses that day for \$1.98, and after considerable effort on the part of the obliging clerk, she succeeded in finding one that seemed to be just right in length, etc. It was pale blue trimmed with narrow lace. She also bought a piece of ruching and a little lace collar and several other accessories to the feminine toilet. Her purse was

nearly empty, so taking her packages she hurried home.

"Just to think," she said, "I never bought the little darlings a thing, only some chocolates and Noah Ark crackers."

"Never mind," said Kate, looking over her purchases, which seemed almost incredible considering the small amount of money she had had, and saw with satisfaction that the taste she had once manifested had not deserted her. "Now just try on your dress, dear."

She did so, and it proved a perfect fit and vastly becoming.

"I must run home now, and mind that you look your best tonight, will you, Julia?"

"I certainly shall," answered the young wife.

Mrs. Chester looked at the clock. It was nearly four o'clock, so she turned on the gas that the oven would be just right for the small but juicy roast. Then she prepared her potatoes, shredded a head of crisp lettuce and laid it in ice water with a few crimson radishes. Her dessert had already been prepared; it consisted of a cake, light and feathery, which had been baked in the long forgotten hours of the morning, while on the ice was a dish of luscious strawberries, only waiting to be smothered in thick, yellow cream. How easily everything slipped along.

"Now I shall have plenty of time to dress for dinner." How nice it sounded. As she took off her soiled apron and hung it up out of sight she blushed to herself, as she thought that she might have worn it again that night had not Cousin Kate struck the keynote, showing her just what she needed to know. She called George, who was trundling his hoop on the lawn, to come in and play with Baby Ruth, and they were soon laughing and comparing the funny shapes of their Noah Ark crackers. After refreshing herself with a bath, she proceeded to do up her hair, putting upon it more real care and attention than she had in many months, and it repaid her well in the fluffy, glossy curls that had once been her especial pride. When the new dress was donned and her toilet finished, the reflection in the mirror was a vastly different one than had been reflected there a few hours before, as she gazed at the glowing, graceful figure, and mentally compared it

with herself a short time before. She said to herself, "How could I have been so blind? I do not blame Malcolm for being so cold and distant. Just think how I looked this morning. Well, I have learned a lesson—God grant that it is not too late."

With a happy, yet a little nervous thrill at her heart she went out to the little ones. As George saw this pretty apparition in blue and white, with glossy golden hair, he opened his eyes wide with astonishment, then jumping up and running to her, he threw his arms about her, exclaiming "Oh, my beautiful, lovely mamma, won't papa think you nice now?"

"I hope so, dear," as she bent and kissed the red lips and also those of little Baby Ruth.

At six o'clock Mrs. Chester's dinner was done to a turn, and she looked with pride at the round table, glistening with its snowy linen, pretty china, glass and silver. Never extravagant in variety, yet she always had the best, and she was really a model cook. The crimson of the strawberries and radishes set off by the vivid green of the lettuce lent a touch of color, while from a tall, slim vase nodded two long-stemmed white lilies with great golden hearts.

The children neatly dressed, their faces bright and shining, were watching eagerly for papa. At a little after six o'clock the clang of the gate and his step on the gravelled walk brought a flush to her cheek and a little nervous tremor through her whole being. As he came into the dining room with Baby Ruth in his arms and George holding fast to one hand—his brow had cleared some since morning, still in his eyes was the same listless, indifferent look. Just at that moment Julia appeared in the doorway, her complexion fresh and glowing, her graceful figure set off to the best advantage by the blue dress and the dainty white apron, and as he gazed in surprise, a light came into his eyes and he exclaimed heartily, "Why, Julia, how nice you look!"

"Do I, really? Well, I guess it is time, dear," she said significantly.

How pleasantly and swiftly the meal passed, and years afterward to both would often come like a benediction the memory of that night—that was the turning point of their early married life.

# Two Natural Decrees for Universal Good

BY JOSE GROS.

One of the important evening dailies of New York City in its issue of September 18th, gave us some editorial thoughts on the recent death of a man who, for about fifteen or more years, had managed to become—the great wealth organizer of the nation, in railroad operations. The title of the editorial is: "Getting What We Want." Let us condense as follows: Every human being, if he has a fair measure of life, gets exactly what he wants in this world. \* \* \* To be sure, the world is full of dissatisfied and dissatisfied people who attain nothing at all—not even first-class vagrancy. But do these people ever want any particular thing strongly enough to get it? If we could see their mental machinery we would only find there a maze of contradictory and half-hearted aspirations without a single robust purpose. \* \* \* The man just gone from us wanted money and power, and he got both. \* \* \* But we have men with higher ideals, and because of them the heart of the nation remains sound and sweet, and still the poor are greater and wiser than the rich."

That editor of ours forgot to explain to us why it is that we, the great and wealthy fellows of each generation, refuse the greater wisdom of the poor, and keep legislating against it, so that to prolong the poverty of our mentality in all the most important affairs of all nations, and thus keep building a wretched civilization for all of us.

The editor also failed to explain to us why is it that a nation which remains sound and sweet keeps alive such a vast quantity of people utterly dissatisfied and dissatisfied, and so stupid that they have no healthy aspirations, no initiative to ever accomplish anything, unable to ever entertain a single robust purpose.

Still less has the editor proved that it is good for anybody to have some people who can accomplish anything they like before they try to ascertain what is it we all have the right to like, and what is it we have no right to like, no right to have.

Besides all the above, it has never yet been proved that any large number of us, or any small number, even, have a fair

measure of life, of the kind God means we all should have.

None of the preceding thoughts are intended to imply that most of the plain people fail to do their best. What we mean is that our general conditions fail to give to most men what they are entitled to have, by the fiat of the Creator. The average man comes naturally endowed with longings for a healthy, enjoyable life. And yet, few of us, if any, can manage to have much of a life. Not even when we reach that social top that most of us work for, not even then we find life anything very extra, taken as a whole. Even piles of that wealth that dazzle at a distance, not even that gives us any real joys or peace.

The most fatal element in modern life is our almost universal longing to be on top of somebody else, and on top of as many people as possible. That ideal repudiates the whole plan of human development, as decreed by all the laws and forces of creation. The spirit of selfishness we thus create, in making accumulated wealth the goal of life, that spirit disorganizes our whole mental machinery. All real joy and peace and high aspirations go then overboard. And that applies most especially to our leaders and teachers who spend their lives at their writing desks, and in comfortable, palatial offices. Their surroundings separate them so tremendously from the living activities of humanity at large that they don't know anything about human life, have no broad sympathies with human suffering or hardships. Hence the undigested editorial with the empty, incoherent thoughts we have tried to analyze in a few short paragraphs.

The same incoherence and emptiness can be found in the bulk of all that is written or said in regard to our many modern problems. Desultory dissertations and random, illogical generalizations are much easier and more popular, in all that appertains to human life, than logical expositions of general causes and effects going down into—First Principles. Fragments of truth here and there, disconnected from all bottom causes, from all fundamental duties, and some glorifications about ourselves

\* \* \* that is what brings popularity, that is what it pays to write and to say, that is what is read and listened to by those whose lives pass on far more comfortable than with most of the people constituting humanity at large.

To look at human life through a key-hole! \* \* \* That is what has kept progress in the same crude, rudimentary march of perpetual sorrows and sins for all of us. That is what prolongs the human kingdom of social, national and international disturbances. That is what, at each historical period, evolves a new set of problems taking the place of those we may have partially or totally solved.

Two surface and deceitful philosophies we have thus far managed to patronize, so that to never touch the real source and fountain of our troubles and continual incompleteness. One is that of clinging to personalities as an excuse for certain evils, or exaltation for certain heroisms. That carries in itself judgments, pro or con, that we have no right to make, because God alone can judge men, classes, nations or generations. Then, the assumption of some goodness with certain men in the presence of the badness of others, supposed or actual, tends to absence of love and consideration in certain directions, and to a fantastic love in other directions. The other crooked philosophy rests on resorting to this or that isolated fact or group of facts, disconnected from other facts and apart from general results affecting the life of all of us. We thus take but partial views of human development. That forces us to

run away from the grand unity of the truth, and wrong conceptions of duty and love take possession of our minds and souls.

It is through the almost constant use of those two misleading philosophies, patronized by most of the intelligent men at the head of nations, that we remain yet entangled in the jungle of social and political combinations, far away from all truth and all sense.

We have but two simple, natural adjustments to be conscientiously and scientifically acted upon by organized society, if we wish to develop in accord with the laws of the universe. They are, first: "To grant to all men the complete and honestly unrestricted use of any portion of the natural resources each one may need for the healthy life of himself and family group. Second, to see that the social compact respects that supreme, equal form of development towards all men, by never legislating any favoritism towards any man or group of them, in the industrial life of all of us."

The two processes in question would allow the free industrial co-operation of men, in groups large or small, without the element of legalized industrial robbery through favoritisms in law. It is through them that all nations have thus far turned upon the curse and chaos of this or that dishonest industrial method by which we have always poisoned the physical and spiritual life of all of us. When shall we try to respect the two natural decrees through obedience to which alone we can have a normal development?

## Make Good

The man we like is the man who wins,  
The man with a mighty will,  
Who plods away, through the heat of the day,  
And journeys up the hill.  
His is the hand we like to grasp,  
He is the man we would  
Clasp to our breast with friendly zest—  
The man who is making good.

For whether it be on land or sea,  
In peace or the bloody fray,  
The men we cheer are the men who steer  
A straight-away course each day.

Not the man who falters and drops aside,  
But the man who has boldly stood  
In the thick of the fight, for the cause of right,  
The man who is making good.

Then here's to the man, today, say I,  
Who strives with a heart of steel,  
With his red blood warm in his manly form,  
Though envy's at his heel;  
Yes, here's to the man who toils right on,  
Though he be misunderstood,  
I make my bow to him right now,  
The man who is making good.

—*Detroit Free Press.*

# Ladies' Corner

## Forgotten Trouble

Do you know what it was that caused you  
to fret,  
Only a year ago?  
Can you tell me the source of your utmost  
regret,  
Only a year ago?  
It looked big to you then and you moped  
and you pined,  
The long nights were sleepless and troubled  
your mind,  
Yet you can't tell what happened, in looking  
behind,  
Only a year ago?  
Do you know why you frowned as you  
journeyed your way,  
Only a month ago?  
Can you tell now what made all your blue  
skies look gray,  
Only a month ago?  
What trouble was it that your happiness  
marred,  
That caused you to say that your heart had  
grown hard,  
And from all future joys in this world you  
were barred,  
Only a month ago?  
You've forgotten them all, both the great  
and the small,  
The pain and the woe;  
For few are the troubles we ever recall  
As onward we go.  
Ah, few are the troubles, my brother, that  
last.  
They seem big at first, but the moment  
they're past,  
They slip from the mind, for they never  
stick fast.  
It is well that it's so.

—*Detroit Free Press.*

## Growing Old

To grow old is sad indeed, if what you  
want is to hold back the receding years, to  
keep your hair from growing white, your  
eyes from becoming dim, and the wrinkles  
from chiseling their way across your brow.  
But if from all these vicissitudes to which  
life subjects you, you draw a bit of wisdom,  
of profit, of goodness, to grow old is to be-  
come free and large. One of the most  
beautiful things in the world is an old per-  
son who, made better by experience, more  
indulgent, more charitable, loves mankind  
in spite of its wretchedness and adores  
youth without the slightest tendency to  
mimic it. Such a person is like an old  
Stradivarius whose tone has become so  
sweet that its value is increased a hundred-  
fold, and it seems almost to have a soul.—  
*Charles Wagner.*

## Benny's Thank-you Box

They were going to have a thank-offer-  
ing meeting at Benny's church. He knew,  
because his mamma was president of the  
big society, and Sister Gertie attended the  
band. Benny went, too. He "belonged to  
both," he said, and he had a mite box of  
his very own, and he put a cent in, when-  
ever he found a white one in papa's pocket.  
He had one of the thank-offering envelopes,  
but it wasn't large enough to suit him, so  
he begged a box from Gertie, and Benny  
was happy.

One night, as papa opened the front door,  
a little boy and a rattling box danced down  
stairs.

"Do you feel very thankful, papa?" the  
questioner up to his shoulder.

"Cause you're home and I'm kissing you."

"Indeed I do," laughed papa.

"Then put a penny in my thank-you box!"  
shouted Benny.

Mamma had had to put one in because  
she was thankful that the spring cleaning  
up was done. Brother Tom put in five, be-  
cause his suit came just in time for a party.  
Bridget had the box presented to her for  
an offering, when she said she was glad  
Monday was such a fine drying day for her  
washing, and Gertie gave him pennies  
twice, for two pleasant afternoons spent in  
gathering wild flowers. So many things to  
be thankful for seemed to happen that the  
little box grew heavy—it was so full it  
would rattle!"

But one night soon after, Tom and Gertie  
were creeping around with pale, frightened  
faces, and speaking in whispers. The little  
"thank-you boy," as Benny liked to be  
called, was very ill—croup. The doctor  
came and went, and came again; but not  
till daylight broke could he give the com-  
forting assurance, "He is safe now." In the  
dim light Tom dropped something in the  
mite box, as he whispered: "Thank you,  
dear God." Somehow everybody seemed  
to feel as Tom did, and when Benny was  
propped up in bed next day, and counted  
his "thank-you" money, there were two dol-  
lars and a half in it, which papa changed  
for a gold piece that very day.—*Selected.*

Mistress—"Look here, Susan, I can write  
my name in the dust upon this table!"

Susan—"Ah, mum, there's nothing like  
eddication, is there, mum?"—*Comic Cuts.*

Butcher—"What can I send up today,  
Mrs. Styles?"

Mrs. Styles—"Send me a leg of mutton,  
and be sure that it is from a black sheep;  
we are in mourning, you know."—*Jewish  
Ledger.*

**Household Hints****Sore Throat.**

The juice of a lemon mixed with honey in a breakfast cupful of hot water is an invaluable specific for sore throat and that hacking cough which is so troublesome to many in damp weather. Pure lemon juice is a capital remedy, too, for biliousness and bilious headaches.

**Accidents.**

If a child is injured or stunned by a fall or a blow, take him at once to the open air. Lay him flat on his back, the head slightly higher than the body. Put cold water or ice about the head and prepare a hot mustard bath for the feet. If the child remains in a stupor it may be necessary to apply warm water to the body. The same treatment should be given to an adult, though the treatment can be more heroic.

**Mattress Chat.**

Nowadays mattresses come in pretty coverings, and as they are protected by a cotton pad placed between them and the springs there is no reason why homely mattresses should be purchased.

The best mattress, and by far the cheapest in the end, is made of hair. It frequently costs \$25, but one made of the shorter hairs can be purchased for \$15. The next best is made of felt. Mattresses made of Spanish moss, excelsior and cotton mat down quickly and are not as comfortable as a hair mattress.

A mattress should be made in two parts, one square and the other oblong. While it is intended that the oblong piece should go at the foot of the bed, it is advisable to change the parts often, so that the wear is distributed evenly. A hair mattress should be made over every two years.

**Towels.**

Every good housekeeper likes to see a generous array of towels in her linen closet and few have too many.

Hand towels should be purchased by the dozen and the best are of crash, damask, or huckaback. Towels with colored borders are apt to fade and are in poor taste, while fringed towels do not wear well.

Huckaback makes an excellent towel for one who likes a rough surface. It comes in Scotch and Irish weaves and a good quality costs from \$3 to \$6 a dozen.

Damask towels may look more attractive when new, but they are poor absorbents and more expensive.

Often it is a good plan to buy a piece of huckaback, cut it in towel lengths and hem these, putting an initial above the hem as desired.

Dish towels should be of light weight linen for the china and of a heavier grade for the cooking utensils.

**Putting Braid On Shirt.**

Baste the braid on flat so that it will come one-fourth of an inch below the hem, having the basting very near the lower edge of the hem. Take the basting from the top of the hem and turn it back and sew the upper edge of the braid either by hand or machine without danger of stitching through. The hem should first be basted the required width and pressed.

**Mending Stockings.**

Before mending stockings with ordinary darning yarn it is a good plan to hold the card or skein over the spout of a kettle of boiling water. By this means the steam effectually shrinks the wool, and when the mended stocking is sent to the wash no fear need be entertained of the mended portion shrinking away from or tearing the surrounding part.

**Securely Fastened Hooks.**

To sew on a hook so that it will stay take two or three stitches through the hump of the hook. In case the thread at the top of the hook breaks the stitches the hump will hold it on. Try this and you will see how seldom they will require refastening.

**Treatment of the Hair**

In washing the hair avoid strong soaps, alkalis such as soda and ammonia, hair tonics of which you are not sure, and too much hot water. These all dry up natural oil and make the hair harsh, dry and given to falling.

Depend on regular brushing of the hair rather than on tonics. Ten minutes' stiff brushing twice a day will do wonders for thinning hair.

Keep the hair absolutely clean. This may be assisted by a dry shampoo if a wet one can not be given frequently.

For a dry shampoo powder the hair and scalp well and brush until every particle of powder is gone.

Hair should always be thoroughly dried, as the mingling of water with natural oil causes fermentation, which means dandruff and falling locks.

Give the hair plenty of light and air, but do not expose it to the hot rays of the sun for long at a time. It bleaches the hair and often blisters the scalp, drying up the natural oil.

So long as the scalp moves freely over the skull there is hope for the bald head.

Be particular not to use the brushes and combs of another, and see that you do not use your own when in an unsanitary condition. One reason for the baldness of men is due to their carelessness in this respect.

Do not burn your hair, twist it into tortuous knots, strain it back from the temples or wear it always in the same coil.

## Salads

*Mayonnaise Dressing.*

One-half teaspoon salt.  
 One-half teaspoon powdered sugar.  
 One-third teaspoon paprika.  
 One-quarter teaspoon dry mustard.  
 One egg yolk.  
 One cup olive oil.  
 Two tablespoons lemon juice, or  
 One and a half tablespoons vinegar.

Mix together salt, powdered sugar, paprika and mustard (if liked.) Stir yolk of egg, and mixed seasoning and a few drops of vinegar. Begin to add oil drop by drop stirring constantly, as mixture thickens, thin with vinegar or lemon juice, alternating with oil until lemon juice or vinegar and one cup oil have been used. If oil is added too rapidly dressing will separate or curdle, but smooth consistency may be obtained by taking yolk of another egg and adding curdled mixture to it slowly. Have all ingredients, utensils, etc., as cold as possible. A silver fork, wire whisk, wooden spoon, or Dover beater may be used. The dressing should be stiff enough to hold its shape as it liquifies as soon as added to meat or vegetables.

*French Salad Dressing.*

Three tablespoons oil.  
 One tablespoon vinegar.  
 One teaspoon salt.  
 One-half teaspoon pepper.  
 One-quarter teaspoon onion juice.

Mix oil, pepper and onion juice (if liked), blend thoroughly and beat until thick.

*Waldorf Salad.*

Mix equal parts of sour apples cut in small pieces, celery cut in one-quarter lengths and English walnut meats broken in pieces. Moisten with Mayonnaise dressing and serve on lettuce leaves.

*Orange and Fig Salad.*

Mix equal parts of oranges, peeled, cut in pieces and freed as much as possible from skin, apple cut in small pieces and half as much figs, stems removed and cut in shreds. Figs should have been previously marinated for half an hour in French dressing. Moisten with Mayonnaise dressing and serve on lettuce.

*Egg and Celery Salad.*

Arrange hard cooked eggs cut in slices, and celery cut in straws on a bed of crisp lettuce leaves. Garnish with Mayonnaise dressing.

*Grape Fruit Salad.*

Peel and separate one large firm grape fruit into sections, remove all skin and membrane, keeping sections whole as possible. Prepare an equal quantity of celery by cutting it into half-inch pieces and an equal quantity of tart apples cut in small cubes. Arrange on crisp lettuce leaves and garnish with Mayonnaise dressing.

## Throwing the Shoe

The peasants of southern France have the credit of originating the familiar custom of throwing an old shoe after the newly wedded pair. It was, moreover, the rejected suitor who first made it popular. The peasant bride is conducted by her friends to her new home, while the young husband is made to halt a couple of hundred yards from the house. If there is a rejected suitor he then arms himself with an old wooden shoe and flings it, with his best aim, at the bridegroom as he makes a dash for the house. When the shoe is thrown it is understood that the last feeling of ill will has been flung away with it.

*"Something Just as Good"*

"Good morning, madam!" voiced the cheery salesman.

"Good morning!" echoed the quiet-looking matron, "have you something very choice in Irish lace?"

"Well—er—no; but here's something just as good," at seventy-five cents a yard."

"Just as good?" doubtfully.

"Yes, yes; in fact, confidentially, superior to the real article. How much do you wish, please?"

"Just a yard," sweetly. "Here's your money."

"But, madam!" (in confusion) "you've made a mistake—this isn't money."

"No?" agreeably.

"Why, no! It's a matinee ticket."

"So it is!" sweetly. "But it represents seventy-five cents, and while it isn't actual money, it's just as good."

The clerk fainted.—*Bohemian.*

## Fines for Kissing in Russia

Russia is ruled by rigorous laws. The irony and humor of some of them come home to the foreign onlooker, while, of course, the Russians feel only the whip hand. The latest victim of anti-kissing in public law is a famous and all too impetuous Russian actress, Mlle. Trepoff, who actually had the temerity to kiss her mother in a tramcar.

One would have thought even a magistrate or judge, or whoever administers cases of lawbreaking of that kind in Russia, would be melted by the beautiful picture of the reunion of a mother and daughter celebrated by a chaste salute, but Russians understand no jokes; the fine of ten rubles for a kiss in public conveyances, such as railway and tram cars, was rigorously enforced.

A kiss in the street is penalized to the extent of seven rubles, and a declaration of love sent by postcard, if anybody is brazen-faced enough to do such a thing, is punished to the extent of five rubles.—

*Tit-Bits.*

### Memory's Melodies

A slumber-song at eventide,  
With the cradle slowly swinging;  
"Fast falls the night, with Me abide"—  
Her soul was softly singing.

The song is hushed, the music's died,  
That Voice sings now in Glory;  
But oh! I'd give the world beside—  
As once again a little child—  
To hear the Old, Old Story!

Yet, in my ears, on down the years,  
Sweet echoes keep a-ringing;  
Through doubt's dumb fears and wisdom's  
tears,  
When'er the twilight hour appears—  
I hear Love's Song still singing!

Soft lullabies from Land-o'-Dream,  
Love's cradle-songs sung sweet and low—  
Those melodies forever seem  
Still singing wheresoe'er I go;  
Once dear to Childhood's hour and scene,  
Life's Heart of Age still keeps them so!  
—Dr. H. Y. Ostrander, in the *National Magazine* for August.

### A Marriage Notice

Old Lady Goodyear laid down the paper with a sigh and looked over her spectacles at Grandfather Goodyear. "I feel quite ashamed when I remember our humble marriage notice," she said.

"Married, in the First Congregational church at Harborville, Abel Goodyear to Mary Lawton," chanted Grandfather Goodyear. "It read well, to my thinking."

"Yes, for those days, but not for present times," said his old wife. "You know, Anastasia Cumming's daughter Laura married a Toby, and their daughter has just married Sophy Leavitt's grandson. His mother, Sophy's child, married a Wilson."

"Well, what of all that?" inquired Grandfather Goodyear, rubbing his forehead in great confusion of mind.

"It's the fashion to keep all the family names," said Old Lady Goodyear, severely. "You hear how grand it sounds:

"Married, at the home of the bride's mother, Mrs. Frederick Cummings-Toby, by Rev. Harold Lowden Kirkbright, Edith Smythe Cummings to George Broune Leavitt-Wilson."

"Now, there's something for old Grandpa Broune and Grandma Smythe to be proud of—if they were alive."

"M'm!" said Grandfather Goodyear.—*Youth's Companion.*

### How Papa Managed Her

The Charles City Press says there was a "Young Thing" in that town who had a head that ached because her "Honey Boy" had packed up his affections and taken them elsewhere. Her papa looked the situation over, and taking the "Young Thing" aside, said:

"That Honey Boy averaged spending fifty cents a week on you. Here's a dollar a week to take its place. Every time he called he cleaned out the refrigerator; your mother will see to it that your brothers do this in the future. He kept you up late nights. Your baby sister is cross, and hereafter you will let the baby do this for you. He took possession of the most comfortable rocker on the porch; when you look at that rocker in future it will not be empty, bringing the pang to your heart that your silly novels tell about; it will be occupied by the man who paid for it, and that's me. Your mother and I stayed by you through colic and teething, and we are going to get you through this if we have to take turns spanking you. Now, take your eyes off the moon and look at the dust around you."

### Praise for the Household Girl

A girl with one dimple and 400 freckles is a cinch if she possesses a sweet disposition and a knowledge of domestic science. As homely as she may be to the unthinking world, she becomes glorified when she dons the gingham apron and goes into a shining kitchen and pulls from the singing range the well-made bread, the majestic pies and the sublime potluck. In the eyes of her entranced husband she outglitters the Queen of Sheba and her children rise up and call her blessed three times a day and several times between meals.

When the bread is perfectly baked, the coffee strong and hot, the steak juicy and fragrant, the hash well built and appetizing and the battercakes light and smoking as the melting butter is absorbed, the spirit of the Lord descends upon that household like a dove and the caverns of the lucky man's soul echo with "Glory Hallelujah!" It beats bridge, it lays euchre in the shade, it makes the job in the shop look like thirty cents. The girl who can cook is a divinity. She is the delight of a man's soul and a glory in the sight of God. And we have such girls in Texas, but the need for a million or two more is pressing.—*Houston Post.*



# Editorial

## The Roll of Honor

For many years past the public press has chronicled, with painful regularity, accounts of railroad wrecks, many of them accompanied by long lists of killed and injured passengers; and the interstate commerce commission has regularly issued its quarterly bulletins, in which may be found recorded the more important accidents for the previous three months, and their causes. And it is noticeable to any thinking reader of the commission's bulletins that a large percentage of the head end, rear end and miscellaneous collisions occur through carelessness of some one who has to do with the movement of the wrecked train or trains. Among the causes given for accidents are forgetting regular meeting points with opposing trains, forgetting meeting points made through the medium of train orders, improper or negligent flagging, poor judgment in approaching stations and drawbridges and in running over bad track, failure of operators to deliver orders, etc. The debit side of the ledger has about all it ought to hold—and then some.

But now we are glad, mighty glad, to be able to offer something for entry on the credit side of the account, and hope that this side may rapidly grow and the debit side have a marked shrinkage—wish it might never grow any larger.

During the calendar year 1908 no passengers were fatally injured on the Pennsylvania lines.

During the year ending June 30, 1909, the Burlington system operated its passenger trains without killing a single passenger.

The annual report of the Chicago & Northwestern shows that for the period ending June 30, 1909, a total of 27,000,000

passengers were carried over its tracks without a single fatality. When it is considered that the number of passengers carried by the Northwestern during the above mentioned period was more than was carried by all the railroads in the United States in 1850, and that this number carried is nearly equal to one-third of the present population of the United States, the record is of peculiar significance.

And there are others; the Santa Fe system's annual report will show that during the same period it carried a total of 12,605,697 passengers without the loss of a life.

The Rock Island system's forthcoming annual report will, it is said, show that of the 18,743,022 passengers carried by it during the last fiscal year not a single one received fatal injuries on its lines. The Rock Island's record is said to be more remarkable than some of the others when consideration is given to the fact that much of its train movement is through comparatively new country where the railroad construction is not yet up to the standard attained in the more thickly settled portions.

The Chicago, Milwaukee & St. Paul has added its name to the list of those roads which did not kill a passenger in the year ended June 30, 1909. The total number of passengers carried was 15,261,551.

We shall be glad to add to these splendid records whenever the opportunity offers, and it is hoped that all men in train and engine service throughout the country will lend a hand in the establishment of similar records for the lines upon which they may be employed—but it cannot be done through the medium of carelessness, negligence, forgetfulness and kindred evils.

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## Decision on Liability of Employers

Employers' liability for accidents occurring to their employes is being incorporated in varying degrees in the United States laws and in the laws of various

states, and it is, therefore, natural that American workmen should be interested in legal cases arising from employers' liability laws of other countries. Under the

Workmen's Compensation Act in Great Britain it must be proved that a workman's injuries have been caused by an accident arising out of and in the course of his employment.

A decision was recently rendered by the British court of appeals which hinged on the question of what constituted an accident within the meaning of the above mentioned act. The case before that court was a suit for damages for death due to heart disease from the effect of a strain. It seems that a workman suffered from a serious aneurism of the aorta; that he was tightening a nut by the use of a spanner, in a shipbuilding works, when he suddenly fell backward and almost immediately expired, and his widow sued for compensation. At the hearing before the county court it was proved that the aneurism was in so advanced a stage that it might have burst at any time, and that a slight strain might have brought about such a condition.

The judge found as a fact that the exertion used in tightening the nut had caused a rupture to which death was due, and that the cause of the death was a strain in connection with the ordinary labor of the deceased operating upon a condition of his body, rendering the strain fatal. The judge held that there had been an accident within the intent of the act, and awarded compensation. The employers appealed to the court of appeals and that court dismissed the appeal, holding that the weakness predisposing the deceased to the injury causing his death was not material; that the deceased sustained the injury in the reasonable and ordinary discharge of his duties, and that his death resulted from an accident within the meaning of the law. It is believed that the decision will have its due weight as a precedent in determining parallel cases arising under liability laws of this country.

## Legislation Against Railroads Affects Employes' Salaries

The "Sunday Call," published at Easton, Pa., in its issue of August 15, printed a communication signed "Railroader," which contains so much of paramount importance to railroad employes, and handles the subjects under discussion in such an intelligent manner, that we are reproducing it in full and commend it to our readers for careful reading and study. It should be equally interesting to business men and working men and men employed in train service. It is as follows:

"Several weeks ago I read in your paper an editorial containing a statement made by a committee of railroad men representing the employes of the state of Maine, which strongly appealed to me, as one of the great army of workmen in New Jersey who are dependent on the railroad corporations of this state for a livelihood for our families and ourselves, and which led me to investigate on my own account the causes which have most largely contributed to the hardships and privations that have befallen us as railroad men dur-

ing the past two years, and I am now prepared to hold up both hands and say 'Amen' in accord with our Maine brothers in their contention that:

### LOSE SIGHT OF EMPLOYES.

"Too often our legislators lose sight of the employed in their scrutiny of the employer. Too often they tax the corporations on the supposition that the tax revenue will help the poor people and forget that these same poor people are working for the corporations and need their employment. Suppose you tax a big corporation so heavily that it can't do business except by cutting down its expenses, cutting down the wages of its employes and reducing their number. Does that help the poor people? Certainly not."

"During my twenty and more years as a railroad man in a subordinate position I have been permitted to see many things and learn many lessons in a service which is as hard as it is exacting, the return for which in the way of pay is at the best and in the most prosperous times inadequate to the

risks encountered, the hard work performed, and the attentive loyalty to duty required.

#### RAILROAD WAGES INCREASE.

"I have been permitted to see the wages of all classes of railroad labor increase until in the train service in which I am employed the brakemen who were averaging \$1.89 per day in 1892 received an average wage in 1908 of \$2.64 per day. These same statistics tell me that the wages of engineers increased during this period twenty per cent, firemen thirty-two per cent, conductors twenty-two per cent, and all classes of railroad men as a whole about twenty-three per cent, and I am not blind to the fact that this increase had to be paid out of the earnings of the railroads, as also that labor receives the lion's share of the gross earnings of the roads, being paid 43.36 per cent of these earnings in 1908, notwithstanding the services of such a large number of employes were dispensed with all over the country.

#### PROSPERITY NOT EVERLASTING.

"Judging other railroad men by myself, I believe I can truthfully say that during the period when these increases in pay were secured that we were too busy perfecting our organizations and securing, largely through them, what we considered our just share of the earnings of our employers to give heed to the possibility that prosperity might not be everlasting, and when the hard times came, affecting in curtailed schedules, short time, or no work at all, every branch of railroading, it was the effect rather than the cause that most interested us in the endeavor to "make both ends meet," and provide the necessities of existence to our families and ourselves; for be it known that the railroad men of the country have borne and are still bearing their full share of the hardships and privations which came with the hard times.

#### WHAT STATISTICS SHOW.

"As illustrative of this fact I will take as an example the railroad systems having terminals in New Jersey, including the Pennsylvania, Lackawanna, New Jersey Central, Lehigh Valley, Reading, Baltimore & Ohio, Erie, and West Shore (New York Central), whose gross earnings ac-

cording to reliable statistics in 1907 were \$487,907,609, as against \$449,720,837 in 1908, a decrease of \$38,186,872 for 1908 as compared with the previous year.

"These same roads in 1907 had, according to the official figures, 325,614 employes, whereas in 1908 the number had shrunk to 290,407, or 35,144 less employes on the pay roll in 1908 than in 1907. Just think of it, more than 35,000 brother railroad men out of permanent employment on eight railroad systems, and many thousands more working on short time and under reduced schedules.

"Statistics further prove that in 1908 the employes of these particular systems received within a small fraction of forty-eight per cent of the total gross earnings in wages, as against forty-five per cent in 1907, and it does not require a soothsayer or an expert to predict that if railroad wages are to be increased or even kept up to their present standard, that the corporations must be enabled in some manner to increase their gross earnings.

#### CAUSE AND EFFECT.

"As every effect must have a cause, and taking the statement of the railroad employes of the state of Maine that our lawmakers too often lose sight of the employe in the scrutiny of the employer as a text, I will quote from an article recently published in the 'Railroad Employe' of Newark, N. J., relating to railroad conditions in the state of Texas:

"The urgent necessity for the movement inaugurated some time since in railroad labor circles in the state of Texas to combat the epidemic of fanatical anti-railroad legislation which has been raging in the Lone Star State for some time past, is amply justified by the figures as evidenced by a perusal of the report of the state railroad commission for the year ending June 30, 1908, recently received. This report shows that the gross earnings of the sixty-six roads operating within the state borders was \$81,776,891 in 1908, as against \$75,043,902 in 1908, as compared with \$70,778,465 in 1907, making the percentage of operating expenses to gross earnings last year approximately ninety-two per cent,

leaving a meagre eight per cent to apply to taxes, interest and dividends. The report further demonstrates that the roads made a deficit of \$13,952,605 in 1908, as compared with \$5,138,702 in 1907, as also that only eleven of the sixty-six were enabled to pay dividends amounting in total to less than \$800,000. The total valuation by the commission of the state roads is given as \$206,283,617, as against a local assessment compiled from the county tax rolls of \$326,660,342, the \$206,283,617 commission valuation being fixed for rate reducing purposes, the railroads being compelled to pay taxes on the \$326,660,342 assessed by the local tax boards. The reduction in the number of subordinates has kept pace with the falling off in earnings, one road with 1,000 miles of trackage reporting 5,212 employes in 1908, as against 7,233 in 1907, whereas the total compensation of employes within the state shows a falling off of \$1,291,710 in 1908 as compared with the amount paid in wages during the previous year. It is clearly a 'condition rather than a theory,' which confronts the railroad service of Texas, and any person who cannot see the necessity of united political action on the part of the employes should consult a mind specialist without delay.

#### RAILROAD TAXATION.

"These figures tell their own story and sound a warning which I hope will be heard and heeded by every workman on the pay roll of the public service corporations of New Jersey, where we hear so much newspaper talk about 'Proper Regulation' and 'Equal Taxation,' notwithstanding that the report of the state board of equalization of taxes for 1908 gives the total valuation of real and personal property within the state as \$1,792,818,035, and the valuation of railroad property of the first and second class, franchises and personal for the same year as \$272,279,990, or, in other words, the railroads of New Jersey are at present assessed at a figure representing about one-sixth of the total amounts assessed against all the other property owners of the state.

#### LABOR MUST ACT.

"In my opinion, founded upon the results of my study and investigation of this subject in which opinion many of my associates with whom I have talked fully agree, the

time has come when if we would hope as railroad men to save our occupations, our organizations, and our wage schedules that we must, by our united efforts, put a stop to an era of corporation persecution and abuse which is draining the revenues of our employers, and that we should get busy along these lines without delay.

"I don't mean by this that we should 'get into bed' with our officials, for as long as one man works for another for wages there will be differences of opinion as to compensation and working conditions. but I do mean, as was expressed in the July number of the official journal of the Brotherhood of Railroad Trainmen, that

"It is no evidence of weakness for a body of employes to stand with their employer in defense of a common interest; it is not wearing the corporation collar to work for earnings that permit the payment of good wages; it is good business."

#### MAKE VOTES TELL.

"Unless you and I and all the rest of us who go to make up the forty and more thousand of the railroad citizenship of New Jersey, bear constantly in mind the fact that every vote for a candidate for public office pledged to hit our employer's source of revenue is driving another nail into the coffin of our wages, and unless we arise in our might and smite certain ambitious but mistaken legislators, also other would-be statesmen who hope to win public preferment by cutting chunks out of the revenues of our employers through unreasonable restrictions, useless commissions, and excessive taxation, there will be little left of the grand structure of our organizations we have so laboriously and self-sacrificingly reared but a shadow of former greatness in the years to come.

"I trust, therefore, that every railroad man wherever and by whoever employed will carefully study not only the party platforms, but the past records, the present views, and the accepted principles of candidates for public office, whether national, state, county, or municipal, and cast their ballots for the preservation of their occupations through the reasonable and equitable protection of their employers' business from the hands of legislative fakirs, pirates and sand-baggers."

## Federal Judge Denies Injunction Against Strikers

Judge Francis E. Baker, of the federal circuit court in Indiana, recently denied an application of the American Sheet and Tin Plate Company, of Elwood, Indiana, for an injunction to restrain its striking employes from picketing the plant of that company. It seems that the company in its application made the claim that some of its employes had been attacked and intimidated by strikers, and that families of some of the men remaining at work had been threatened with hints that homes would be dynamited; and that but for the strikers' picketing, many of those then out on strike would return to their work who were now afraid to do so.

Judge Baker, in denying the injunction, stated that the affidavits submitted by the company made no specific allegations against any of the defendants, nor did they show that the defendants had attempted to interfere with the company's freedom in the labor market. The judge held that the strikers were legally entitled to organize and to retire from work in a body, and that they did not interfere with the company's access to the labor market. It is said that the city authorities of Elwood gave testimony that the strike had been orderly and that no complaints against the strikers were made by them.

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## The Heritage

JAMES RUSSELL LOWELL.

The rich man's son inherits lands,  
And piles of brick and stone and gold  
And he inherits soft, white hands,  
And tender flesh that fears the cold,  
Nor dares to wear a garment old;  
A heritage, it seems to me,  
One scarce would wish to hold in fee.

The rich man's son inherits cares;  
The bank may break, the factory burn,  
A breath may burst his bubble shares;  
And soft, white hands could scarcely earn  
A living that would serve his turn;  
A heritage, it seems to me,  
One scarce would wish to hold in fee.

The rich man's son inherits wants,  
His stomach craves for dainty fare;  
With sated heart he hears the pants  
Of toiling hands with brown arms bare,  
And wearies in his easy chair;  
A heritage, it seems to me,  
One scarce would wish to hold in fee.

What doth the poor man's son inherit?  
Stout muscles and a sinewy heart,  
A hardy frame, a hardier spirit;  
King of two hands, he does his part  
In every useful toil and art;  
A heritage, it seems to me,  
A king might wish to hold in fee.

What doth the poor man's son inherit?  
Wishes o'erjoyed with humble things,  
A rank adjudged by toil-worn merit,

Content that from enjoyment springs,  
A heart that in his labor sings;  
A heritage, it seems to me,  
A king might wish to hold in fee.

What doth the poor man's son inherit?  
A patience learned of being poor;  
Courage, if sorrow come, to bear it,  
A fellow-feeling that is sure  
To make the outcast bless his door;  
A heritage, it seems to me,  
A king might wish to hold in fee.

O rich man's son! there is a toil  
That with all others level stands  
Large charity doth never soil  
But only whiten, soft white hands—  
This is the best crop from thy lands;  
A heritage, it seems to me,  
Worth being rich to hold in fee.

O poor man's son, scorn not thy state;  
There is worse weariness than thine,  
In merely being rich and great;  
Toil only gives the soul to shine,  
And makes rest fragrant and benign—  
A heritage, it seems to me,  
Worth being poor to hold in fee.

Both, heirs to some six feet of sod,  
Are equal in the earth at last;  
Both, children of the same dear God,  
Prove title to your heirships vast  
By record of a well-filled past—  
A heritage, it seems to me,  
Well worth a life to hold in fee.

# Railway Information

The Canadian Pacific, it is stated, expects to soon commence the work of double-tracking its main line between Winnipeg, Man., and Brandon, a distance of 131 miles.

The Canadian Northern Ontario is said to have let the contract for building the first section of 104 miles from Toronto, Ont., east to Trenton. It is reported that work will be started at once.

The Denver, Laramie & Northwestern will at once commence operation of its line between Denver, Colo., and Wattenberg, twenty-three miles, and expects to begin operating the line between Denver and Greeley, fifty-five miles, about January 1.

The Missouri Pacific, Oklahoma & Gulf, has announced that the company will be operating through trains between Wagoner, Okla., and Sherman and Denison, Tex., by November 15. The extension from Calvin to Durant will be finished November 1.

It is announced that the Chicago, Milwaukee & St. Paul will double-track its line from Wabasha to Richmond, Minn., making a double track from LaCrosse to Minneapolis, at a cost of \$1,250,000. It will also improve the line from Glencoe, Minn., to Aberdeen, S. D., in preparation of a heavy traffic over the new Puget Sound extension.

J. C. Lamp, C. E. of the department of public works and state railways in Germany, is visiting this country for the purpose of making a thorough examination of the switch yards, freight and passenger terminals and switching operations in connection with the exchange of cars between the various connecting roads in this country.

Canadian railway employees of nearly all classes were actively employed during the month of September; the passenger traffic was heavy, the tourist and convention season having been quite active, and the general freight movement was well maintained. A steady decrease since last spring in the number of empty cars is evidence of the business revival.

The Oregon & Washington, building from Portland, Ore., north to Tacoma and Seattle, Wash., 230 miles, is being graded to a connection with the Chicago, Milwaukee & Puget Sound, near Gate City, and track laying was started west from Gate City on September 10. A section of eleven miles from Gate City southeast to Centralia is finished and work has been started on the Argo yards, where the company is pushing the work to develop terminal facilities.

The last section of the Michigan Central tunnel under the Detroit river between Windsor, Ont., and Detroit, Mich., was sunk into place on September 14. It is expected that the twin tubes will be open for traffic on January 1, 1910.

Traffic on the Erie and Ashtabula division of the Pennsylvania within the last few months has improved fifty per cent, and the haulage now is said to be equal to that of the corresponding period of two years ago.

A contract has been awarded for the building of the second section of the Grand Trunk Pacific from the coast eastward in British Columbia. Grading on the first section of the road from Prince Rupert to Copper River, a distance of 107 miles, will be completed this year. The second section extends from Copper River to Aldermere, B. C., a distance of 140 miles up the Skeena river.

The Erie railroad, which has adopted the policy of publishing the record of the punctuality of its suburban passenger trains, has issued a report covering the six months ending July 31. During that period there were operated 8,386 east-bound trains, ninety-six per cent of which arrived on time in Jersey City. The out-bound movement totaled 8,057 trains, of which eighty-five and one-half per cent were punctual.

## Natural Gas for Train Lighting

An innovation in railroad train lighting has been adopted by the Western Maryland railroad, which taps the West Virginia gas fields. Two of its best trains between Cumberland and Baltimore are being equipped with storage tanks for natural gas. If the experiment proves a success the road plans to use only natural gas in all its trains.

## New Library Cars

The Chicago, Burlington & Quincy railroad has had constructed four novel coaches termed "lounging cars" for use upon four of its through trains, a particular feature of which will be the installation in each of a small library to include Dr. Eliot's famous "five feet of books."

The library will include, in addition to Dr. Eliot's collection, Shakespeare and the Bible, several of the current magazines and general statistical railway information.

The cars embody the idea of a lounging room on wheels and are intended for the use of both men and women passengers.

### Use of Telephones in Train Movements

The Atchison, Topeka & Santa Fe has completed the installation of its telephone line for train dispatching between Chicago and Newton, Kan., 659 miles. There are now eighteen divisions of the Santa Fe over which trains are dispatched by telephone, including 380 stations, in a total distance of 1,925 miles.

### Block Signaling

The electrified section of the Harlem division of the New York Central now extends from the Grand Central station, New York, to Wakefield, about twelve miles. The electrification is to be extended ten miles further to North White Plains, and in connection with this the automatic block signaling is to be made uniform throughout, and the company is to install north of Wakefield thirty semaphores. These signals will give the indications in the upper right-hand quadrant and will be three-position.

The New York, New Haven & Hartford is erecting automatic block signals on the line between New Rochelle and Harlem River, N. Y. This line, formerly two-track and hitherto worked by the controlled manual block system, is now a six-track line, four tracks being used for passenger trains and two for freight. The length of the line is twelve miles. The new signals are two-position and will be suspended from signal bridges, each location to have a home and a distant signal. There will be on this line two mechanical interlocking plants and three all-electric interlockings.

The line of the Oregon Short Line is now equipped with automatic block signals from Salt Lake City to Ogden, about forty miles.

The Oregon Short Line will soon begin using a stereopticon in giving instruction to its employes in the rules of operation. A photographer has taken pictures of fifty-five views along the line, most of them being of block signals in different positions, which will be reproduced. It has long been the practice of the Oregon Short Line to have instructions given to employes by a conductor, a locomotive engineer and a chief train dispatcher. These three, being first instructed specially by the operating officers so that they will be prepared to give uniform interpretations of rules, are then sent over the line to instruct their fellow employes. This will be the first time that a stereopticon has been used on this road in this work.

### Immense Switchboard

Work has been started on the largest switchboard in the world, which is to be installed in the New York terminal of the Pennsylvania railroad. All the switches of the terminal are to be electrically controlled from this board. It will cost \$500,000.

### Government Ownership Not Successful

In Switzerland, governmental railroad exploitation regularly works an annual deficit. With less than 3,000 miles of lines the budget for 1906 showed a deficit of about \$925,000, and in 1908 of about \$1,200,000, without taking account of the interest on the bonded debt amounting to \$240,000,000. Government operation in that compact little country, with only about 3,000,000 of inhabitants and an area only about twice that of the state of Massachusetts, has given such unfavorable results that the public are crying out against it, and it promises to be a leading issue in the coming electoral campaign.

In France the least satisfactory railroad operation is that of the state, and in Germany things go from bad to worse, in spite of the strenuous efforts of the imperial government, with an exceptionally competent and accomplished general staff of superior railroad officials, to get around the increasing difficulties and to make a good appearance.

### Wood Used for Crossties

It is interesting to note the wide range of woods used for crossties. The preliminary report by the census bureau lists separately fifteen classes of species. Of these the oaks are now and have always been by far the most important. The oak ties amounted to more than 48,000,000, or forty-three per cent of the total quantity purchased.

Next to these ranked the southern yellow pines, with 21,500,000, or nineteen per cent of the total. It will be seen that the oaks and southern pines combined furnished nearly three-fourths of all the ties bought by the railroad companies last year. Cedar and chestnut supplied more than 8,000,000 ties each, and Douglas fir nearly as much. About 4,000,000 tamarack ties were purchased, nearly 3,500,000 cypress ties, and, in round numbers, 3,000,000 each of western pine and hemlock. Redwood, white pine, lodgepole pine, gum, beech, spruce and several other woods were used in similar quantities.



# The Auxiliary

This Department is intended to serve the same purpose among the wives, mothers, daughters, and sisters of our members that the Order Department serves among our members. The rules at head of Order Department will also apply to this one. Communications for this Department should be in this office not later than the 15th of the month for use in the following month.

## Portland, Maine.

The third biennial school for the district deputies was held in Buffalo September 1 and 2, Grand President Mrs. J. H. Moore in charge. Representatives were present from the following districts:

District No. 2, Mrs. E. I. Lowe, Portland, Maine.

District No. 3, Mrs. W. N. Drake, Dedham, Mass.

District No. 4, Mrs. E. E. Emmett, Weehawken, N. J.

District No. 5, Mrs. Frank Curvan.

District No. 6, Mrs. J. T. Walsh, Elmira, N. Y.

District No. 7, Mrs. W. H. Chaffer, Sunbury, Pa.

District No. 8, Mrs. T. A. Leonard, Harrisburg, Pa.

District No. 9, Mrs. Hughes.

District No. 13, Mrs. B. F. Wiltse, Philadelphia, Pa.

District No. 16, Mrs. S. J. Brooks, Richmond, Va.

District No. 34, Mrs. Oldfield, Hamilton, Ont.

I am pleased to note that the growth of the Ladies Auxiliary to the Order of Railway Conductors of America now requires the assistance of fifty-six deputies, and nine schools for the deputies in different sections of the country, and the grand president personally attends and instructs, and many Divisions receive personal visits from her, they being a long distance from any school.

I trust the time is not far distant when a woman who is eligible will be a member of our beloved Order.

If we only enter into this grand work with the true spirit of our motto in our hearts, "Charity, Truth, Friendship," great good may be accomplished, as they embrace all that can adorn the human character.

Much good is derived from these schools, the work made uniform, and the deputies who attend are better qualified to impart the work to others.

The Fraternal Beneficiary Association of our Order is a part of the work that every member of the Order should be interested in. All may not need it, but remember there are those who do, and your mite will do much good.

I would not forget to mention Columbia Division 40 with whom the school was held, they entertaining the deputies and visitors in their homes. On the evening of Sep-

tember 1 was given a theater party, and on September 2 a reception was held at the home of the president, Mrs. Leona Wright, for the grand president, Mrs. Moore, whom she was entertaining.

If space would permit I would like to mention each one of the sisters separately, but the editor calls a halt, thus ending the third biennial session in this section of the country, all feeling that much better work can be done for having assembled.

ONE OF THE DEPUTIES.

## Nashville, Tenn.

Memphis Division No. 3, school for district deputies of L. A. to O. R. C., was held at Memphis, Tenn., Sept. 10-11, 1909. The sessions were held in Italian hall, and were opened each day at 9:30 a. m. and 1:30 p. m., and closed at 5 p. m. The grand president and deputies attending the school were located at the Gayoso hotel. The school was a success in every way, and we were accorded the great pleasure on this occasion of extending grand honors to our grand president, grand vice-president, chairman grand executive committee, and first member grand executive committee. The following district deputies were present: Sisters Conlisk, No. 38; Waltz, No. 35; Callahan, No. 36; La Rue, No. 18; Brooks, No. 16; Chumley, No. 40; Abbott, No. 39, and Adams, No. 37. Chickasaw Division 195 was well represented at each session. The importance of these schools for deputies, and the great amount of good work resulting therefrom should be unquestioned. Every detail of our work was taken up and each deputy thoroughly drilled. It is necessary to be well informed on all questions, or the responsible duties cannot be successfully discharged.

Our grand president is truly an ideal instructor, and while some lessons were difficult to master, the pupils were anxious to learn, and when the school closed every member realized the great amount of knowledge gained by the very able instructions. After school hours each day the time was delightfully spent in sight-seeing and social pleasures. Memphians are justly proud of their city. It has been said that the dead city of Memphis on the hill had transferred its greatness to the live city of Memphis on the Mississippi, and I think it is true. Memphis has one of the greatest inland cotton markets in the

world, is an emporium of commerce, and her fine system of drainage makes her one of the most healthful spots in the world.

Members of Chickasaw Division were untiring in their efforts to entertain the visitors. Among other social events given by them was a brilliant box party at the Orpheum theater. If we could spin our feelings into threads, and weave them into words, we could not express our appreciation of the hospitality extended to us while attending this school at Memphis. Every hour of our stay was crowded with pleasures which will ripen into precious memories.

MRS. GEO. M. ADAMS.

### Richmond, Va.

Hoping that a few lines will not be unwelcome, I will endeavor to let our sisters and friends hear again from Pocahontas Division 227.

Since our last letter I regret to say that our attendance at meetings has been very slim; probably this has been caused by the heated season, or perhaps absence from the city, but many of us feel fully able to shop or visit the moving picture shows, but when asked about attending the Auxiliary it's always "too warm." Sisters, this will not do, and if we do not take more interest and attend more regularly, I fear we will become a back number. However, we hope with the return of cool weather that our energy and interest may revive and that for the rest of the year there may be no cause for complaint.

Notwithstanding the poor attendance we have accomplished a good deal, though the work has been heavier on the "faithful few."

During the early summer we made and raffled a calico quilt which brought us over \$7.00, and was drawn by one of our own members.

In July, Mr. Polk Miller and his Southern Quartet gave us an entertainment at the Railroad Y. M. C. A. Many were prevented from attending by the extreme heat, but after giving him half the door receipts we cleared over \$13.00.

We feel very proud and much gratified that our president and delegate, Sister S. J. Brooks, was appointed district deputy. She fully merits this honor and is capable of performing all the duties devolving upon her. Sister Brooks returned from Boston and Buffalo thoroughly in love with the cities and the people. Our only fear is that she has painted everything in such glowing colors that each one of us will insist on being the next delegate and she will be out of the job!

On September 28 the conductors of Division 152 gave us an entertainment and banquet at the Jefferson Hotel in celebration of their twenty-fifth anniversary. Five of

the ladies of our Auxiliary were honored by being selected to assist in receiving the guests. Addresses were made by the chief conductor, mayor, commonwealth's attorney, and by our president, who gave an interesting synopsis of the formation and work of the Auxiliaries. Music and recitations were rendered by local talent. The evening was a delightful one in every respect and very beneficial to our Auxiliary, as we secured the promise of four new members for our Order. We sincerely thank the conductors for the delightful evening provided by them and hope it may be our pleasure to share many more anniversaries with them.

MRS. A. S. J. W.

### Sheridan, Wyo.

It has been some time since Phil Sheridan Division 198 has been heard from, but we are still alive and doing nicely. Up to June the attendance was all that could be desired, but during the heated months the majority of members go away to spend their vacations, making the attendance small.

On September 18 we had the pleasure of meeting our worthy grand president, Mrs. J. H. Moore, of Toledo, Ohio. She is a very interesting talker, and together with instructions given us, we enjoyed her visit very much.

To all visiting sisters who come our way, we extend a hearty invitation.

MRS. R. RICHARDSON.

### Missoula, Mont.

Rocky Mountain Division 207 had the pleasure of entertaining our grand president, Sister Moore, on September 22. Sister Moore is making a tour of the west, inspecting Divisions and holding schools of instruction. As our Division is still in its infancy, we have never before had the privilege of being inspected or participating in a school of instruction, and this visit of our grand president was not only a great pleasure, but a benefit to all of our members who could be present at the meeting. At the close of the afternoon session of our Auxiliary a banquet was given in honor of our distinguished guest, after which a public meeting was held and attended by members of the O. R. C. Division and their families. Sister Moore gave us an inspiring address and it was responded to by Conductor Berry, who is a prominent and loyal member of Missoula Division 243.

Our Division is steadily increasing, both in membership and interest. We have so many good social times together, for we believe in the old adage, "that all work and no play makes Jack a dull boy."

Sister Thompson, of Malden, Wash., attended the extra session of our Division

during the visit of our grand president and expressed herself as being amply repaid for her visit to us at this time.

Sister Christy accompanied Sister Moore to Spokane, where a school of instruction is to be held, and no doubt she will bring back with her many good suggestions for the further advancement of our Auxiliary.

ANNA M. BYALL.

#### Lamentation.

I'm getting mighty grouchy,  
And I show it every day,  
For the world is getting tired  
Of the game I love to play;  
And I think no one will blame me  
If I get a little wroth,  
At the loss of my vocation  
Since Cook has spoiled the broth.

I have been a north pole hunter  
For many, many a day;  
I'm the only in the business  
That can make the old thing pay;  
And I've held the situation  
With my fore-feet in the trough,  
But I see my ruin coming  
Since Cook has spoiled the broth.

I have fitted expeditions  
Like a little polar man,  
With the dough from "free and easy"  
And a slice from Uncle Sam;  
I've worked the press for "dirys"  
And I'm just a little loath  
To hunt a new vocation  
Since Cook has spoiled the broth.

It is not so very funny,  
And my eyes are filled with tears  
After working the dear public  
For the space of twenty years;  
For the light has signed my glory  
Like the candle and the moth,  
And the game's not worth the candle  
Since Cook has spoiled the broth.

I have lectured on the northland,  
I have written many a book,  
And my fame would still be shining  
Had I reckoned with the Cook.  
But my larder is depleted,  
And my wine has turned to froth—  
I must quit the north pole business now  
Since Cook has spoiled the broth.

MRS. WM. JONES.

#### Pittsburg, Pa.

I believe it is near time to hear something from Division 9. We have had our regular meetings, with a fair attendance, and also summed up courage to hold a euchre in our new hall for the benefit of the Railroaders' Home. Our attendance of

late has not been quite up to the standard, but with the cold weather near at hand we hope for a better attendance. We have been having quite a sociable time this summer. The sisters have been taking turn about in entertaining the Auxiliary and we have spent many an enjoyable afternoon and evening.

A sad event of the past month was the death of Sister Alexandria's youngest son.

Several of the sisters spent a very pleasant day taking a trip over the mountains to Altoona, and attended the regular meeting of Division 84 of that place.

With good wishes for the health and happiness of the conductors and their families,  
MRS. P. RAFFERTY.

#### Hamilton, Ont.

It is now some time since you have heard from Division 169, but while we have been silent we have not been idle. We held a very successful sale of work from which we realized a goodly sum to replenish our treasury.

Our meetings are fairly well attended, but we hope for a much larger attendance when the weather is cooler.

We enjoyed a visit from the sisters of Division 78, of our neighboring city, Toronto, and we held a very instructive meeting.

We would be glad to welcome any visiting sisters at any of our meetings.

M. A. C.

#### New Haven, Conn.

A peaceful, sunny Sabbath day brings just a lull in the daily cares and routine of life and gives me a moment to think of friends near and dear and among them that little friend that is welcomed in so many homes and read with interest by thousands of readers, THE RAILWAY CONDUCTOR. So a few lines in its columns from New Haven will not be amiss, I trust.

East Rock Division 220, on September 27, 1905, was cradled in swaddling clothes, cared for by Sister Perkins, and nourished by Sister Hutchinson until it has grown into a miss of four years, strong and lusty, and destined to live for many years. Success be thine. We celebrated the anniversary in a nice way, a pleasant meeting was held and a cordial welcome extended to the visiting sisters from New York, Hartford, Springfield and New London, and Sister Holcott, of Maine, came also from Pine Cone Division. A tempting luncheon was spread in the banquet hall, and Brother and Sister Hanaford kindly furnished the floral decorations and served the guests.

The angel of death has entered the home of Sister Brazel and taken Brother Brazel from their midst. Brother McGee also

mourns the loss of his wife, and we extend our sympathies to the bereaved families.

Brother and Sister Bowman have welcomed a little son in their home.

We were pleased to hear of the appointment of Sister Emmett, of Division 245, as deputy of this district, and assure her a hearty welcome whenever she visits our "City of Elms."

Dear readers, the daylight is waning, so I will shorten the lines of my letter, as the angelus bell in the church tower nearby is tolling for evening prayer.

The Angelus, a prayer so soft and sweet,  
Directing our thoughts at morn  
And guiding our wandering feet;  
At noon and at eventide our troubles allay  
With a peaceful thanksgiving at the close  
of day.

MRS. LOUISE B. FLANIGAN.

### Wellington, Kans.

Our correspondent so far has failed to give this new Division a write-up, and it seems as though every member of Division 274 is afraid to write a letter for the CONDUCTOR, but the undersigned. I know they do not lack ability, and I believe that this Division should be made known by this time. If space will be granted me in the magazine I will endeavor to tell you of our new Division.

Lucile Fulton Division 274 was organized at Wellington, Kans., August 18, 1909, by Sister Agnes Whelan, of Okeema Division, Sapulpa, Okla. Sister Whelan very ably exemplified the beautiful work and instituted the new Division with seventeen charter members. We are gradually taking in new members and our meeting days are the first and third Wednesdays of each month, in Masonic hall. To our out-of-town members we extend a most cordial welcome, and we hope that when they are in town on our meeting days they will not forget us. A MEMBER.

### Tacoma, Wash.

The sisters of Mt. Tacoma Division 35 are asking for more letters in the CONDUCTOR, and I suppose if none appear the correspondent will have to carry the blame. This has been a very busy spring and summer for most of us, all being blessed with lots of relatives and friends, and a big fair nearby. We have been making excuses for not being in the Division room, and surely think we have a very patient president, as often we have just enough to open the Division, but look for better attendance this fall and hope to make up for lost time. We will have to begin our surprises again; they proved a good drawing card and create a sisterly feeling, especially among new

members, who seem to dread the first meeting after initiation. We have new sisters who would enjoy our work if they would only come and let us show them how welcome they are, and would take a trip with us to visit our sisters in Seattle. We always pity those who failed to go, as they treat us like "royalty" when we are there and we are always anxious to go again. There are a few sisters here who have moved from the east, but have never made themselves known; and it seems a pity, as being strangers in a strange land is one of the main objects we are working to overcome. I know you feel "way out west," but come and visit us—we won't hurt you—and you will want to come again.

We are looking forward to a visit from Mrs. Moore, our grand president, and hope to make a good showing in the floor work. We think we are doing everything right up to the letter, but generally find we are not so sure, and when the grand president gets through with us—well, it wakes us up and we begin to understand.

Sister Foster is going to have us out to dinner at her country home, and we can hardly wait for the day, as we are always sure of a big chicken dinner "cooked just like our mothers used to cook." A day spent at Sister Foster's home is something we never forget, and if she enjoys having us as much as we enjoy going, we will go every year.

I think I had better save some paper and write after Mrs. Moore's visit. I will try and let the absent sisters know just how we did the work (unless it is too bad), and what happened socially.

CORRESPONDENT.

### Hornell, N. Y.

I plainly see it is my duty to write another letter for the CONDUCTOR, and as there were a few things I forgot to mention in my last letter I will begin with them. In the last year Mrs. C. S. Conklin has lost by death her beloved mother. Mrs. Tolan has also lost her mother. Mrs. Townsend's father has been taken, and Mrs. Stage's sister has also been called. All of these sisters have the sympathy of our Division in their sad bereavement, and if there are any others who have been bereaved that I have forgotten to mention they also have our sympathy. We have had some very enjoyable times this summer. A picnic was held at Silver Lake at the home of Mrs. Charles Townsend, and a jolly crowd went with their well-filled baskets and a very enjoyable time was reported. We also held a basket picnic at Glenwood park and a goodly crowd attended and a fine time was enjoyed by all. We are planning to hold an apron sale, and give a supper on one of the days the con-

ductors hold their meet and thereby have a good time and also replenish our treasury a little. We have not been having a very good attendance at our meetings since the vacation; the members seem to lose interest after vacation and it takes a long time to get them started out again. Now, sisters, one and all, do come out to our next meeting. I am sure you will enjoy it and have a good time, and we will enjoy your company—we need your help in the work. We wish in this coming year to take up the drill work and wish every one would get interested and come and help us to make it a success, as we expect to have the school next year and would like to have it as perfect as we can. At our last meeting we initiated a new member and at the end of the initiation ice cream and cake was served. With success to all sister Divisions, I will close.

MRS. E. L. CRANE.

### Des Moines, Iowa.

During the summer months work in the lodge room of Lincoln Division was very dull, but we hope, now that it is cooler, that the sisters will come out for every meeting.

We were pleased to have Sister Evans with us last meeting day. Come again.

The sisters are planning on their family dinner, which is an annual affair, and one which is much looked forward to. The sisters fill their baskets and go to the dining hall and prepare dinner, and shortly after 12 o'clock there is a grand rush from the lower hall, where Division 38, O. R. C., has been holding session, and one and all do justice to the ample spread.

Brother and Sister Lee are away on a business trip.

Brother and Sister Baumgardner are visiting in the east.

Sister Krause has been very sick, but is recovering and will soon be with us again.

Brother and Sister Connorton have been called upon to part with their infant son. Brother and Sister, do not mourn; it is but one more shining light to beckon you onward, one more sweet face to welcome you there. Lincoln Division extends her sympathy.

MRS. E. E. WELCH.

### Boston, Mass.

As it has been some time since Mascot Division has been heard from, I think it is about time to let you hear from us. There has not been much going on all summer, as so many of our members have been away on vacations, some entertaining guests, and no meetings through the hot weather. Now I think we are ready for duty and hope all duties devolving upon us may be fulfilled with a more loving, earnest spirit

than ever before. As many of your readers may be aware, we have had in our midst this summer a case for the display of all our sisterly love and care, in the person of Sister Walker, of Grand Junction, Colo. As many of you know, she has been very ill here all summer, and in August her husband returned to try and take her back home, when he was taken ill and received final "orders" from the Great Master on September 15, when he passed beyond. Sister Walker lost a kind and loving husband and her little ones a devoted father. May the Master's loving spirit be with and comfort her in her sorrow, and restore her to perfect health and strength.

Do you ever stop to think, my sisters, in cases where our members are sick or in trouble and "shut in," how much it may mean to receive even a postal to show our remembrance and sympathy? Let us then be sisters indeed, for who knows when it may be our turn to bear the heavy burden of pain, grief or loss?

September 23 our Good Cheer Club resumed meetings in Engineer's hall, with a very good attendance, and quite a number of the brothers came over to help us enjoy a good dinner and spend a little time socially. Of course, those meetings mean work for the committee in charge, but I think the result fully repays for the time and labor expended.

Oh, Brother Editor, I want to ask you to answer a question asked me a short time ago, please: Will a brother's widow receive the CONDUCTOR? [Only as a paid subscriber.—Ed.]

What has become of Sister Cole, of Merimac Division? I have been waiting a long time to hear from you, sister. Will all our far away members accept a greeting from Mascot's correspondent?

INEZ L. CASS.

### East St. Louis, Ill.

Perseverance Division 184 may be a little slow in correspondence but that is all she is deficient in—we are still steadily increasing in membership and have never missed holding meetings during all this hot summer. The good sisters who could, came with "life savers" in the shape of fans, but came, and a few times they were rewarded for loyalty and bravery with an ice cream feast which we all enjoyed, I assure you. Now the passing of the heated season brings more out and our interest is manifested by our congenial meetings; our treasury is fully sufficient for all demands and our officers capable—what more could human want? A change soon, I suppose, for election time is near and humanity is never completely satisfied. Then comes our school of instruction to look forward to and the pleasure of preparing for the oc-

casion, not to speak of the pleasure of being able to visit other schools near us. For we Mississippi valley people are a happy, healthy and pleasure-loving people, notwithstanding reports to the contrary. We have no serious sickness, deaths or sorrows to record, and so why not be happy and contented?

Wishing this blessing continues for us all and to eternity, I am earnestly a well wisher of every member of our grand Order.

NELLIE FAWKNER.

### Carnegie, Pa.

Division 235 is not asleep, but very wide awake on all occasions and holding their meetings at the same old stand, Masonic hall, Carnegie, Pa., at two o'clock. Much credit is given our president, Sister J. H. Grafe, for the prompt and official manner in which she wields the gavel and calls our meeting to order, on time, which makes our meetings a lasting benefit to all. We go home with the thought in our heart, Charity towards all, enmity towards none.

We were pleased to have Sister J. A. Ody, our district deputy, with us at our last regular meeting, September 23. Her presence always affords us great pleasure. The floor work of the Order, including the color-bearer drill was put on the floor, with all the routine work of the Order, under the auspices of Sister Ody, and we all feel we derived much benefit from her instructions. As the song goes, absence makes the heart grow fonder; such is the case with Division 235 and Sister Ody. On account of the illness and death of her dear sister, Mrs. Abbott, of Monongahela City, Pa., she was not able to be with us for a long time. Sister Ody has the sympathy of Division 235, and all our sisters and brothers where the grim reaper has visited their homes and taken their loved ones. We also had visiting sisters from Division 266, South Pittsburg, Pa., they being a new Division, and I am afraid they could teach some of the older Divisions how to do the work. We had Sister Charles Graham, of Division 189, Dennison, Ohio, whom we expect soon to claim as a member of Division 235 by transfer.

Our secretary, Sister J. J. Dougherty, met with a great surprise while visiting Division 266. They presented her with a beautiful silver set as a token of appreciation for her faithful work in instructing them in the work of the Order.

We will hold our first euchre of the season on Wednesday, October 6, at Masonic hall, Carnegie, Pa., and expect to hold a series this winter, with the assistance of the brothers of Division 447, Carnegie, Pa., who are always ready and willing to help us at all times.

After our last meeting our social com-

mittee, Sisters Hindman and Dougherty, were waiting to surprise us with a grand banquet of goodies too numerous to mention, and judging from the justice done they did it; it was greatly enjoyed by all, but this is by no means the last, as we have lunch every second meeting in the month.

A cordial invitation is extended to all sisters when visiting Carnegie; they will always find the latch string on the outside, and the loveliest guard imaginable. Do not forget the date, sisters, of Division 235 in particular. I believe some have forgotten the date.

SUB. 235.

### Spokane, Wash.

It has been nearly six months since Division 222 has been heard from through the CONDUCTOR, but that isn't a sign we are not working and growing, as we initiate two and three candidates at each meeting. We have a nice membership and our meetings are interesting. We have the White City floor work, and feel quite proud of our drill team.

We have had the pleasure of a visit from Sister Moore, our grand president, which was her first visit in Spokane, and we surely hope it will not be her last.

On September 24 and 25 we had a school, Divisions 222 and 266 participating, and we all feel that it was good to have been there and listen to the good advice our grand president gave us. We feel more encouraged than ever, and are determined to work hard and earn a place among the best in our part of the country.

We were pleased to welcome Sister Christy, district deputy of Missoula, Mont., and hope she will make us many more visits.

Our entertainment committee is always busy, but just now they are more so, making their plans for the winter. A series of card parties, to be held once a month, and a few dancing parties will help our treasury wonderfully.

We were pleased to greet Sister Shanon, of Pasco, at our meeting and hope to see her again soon.

We have just a few members who do not attend meetings as often as we wish they might. Come out, sisters, we need you (and you need us). We are working for the betterment of our own class—aren't you willing to help your own people to be loyal to our cause? Don't stay at home on Auxiliary day and think you are not needed, for every one is needed and every one has a part to do that no one else can do. Use your influence for the good of our Order, and see the result.

I will close with an earnest wish for future prosperity of the CONDUCTOR, the Ladies Auxiliary and O. R. C. Divisions.

ETTA FERGUSON.

# The Order

This Department is a Forum in which the members can discuss matters of interest to our Order and its members. The editor does not assume responsibility for the ideas expressed by the correspondents to this Department. Personalities, intolerant expressions, detailed descriptions of entertainments or funerals, lists of committees, and matters of purely local interest can not be used. News and communications upon matters of general interest are cordially invited. Write on one side of paper only. No communication will appear unless the name of the author is furnished us. Communications for this Department should be in this office not later than the 15th of the month for use in the following month.

## Buffalo, N. Y.

Brother Bedell, as one who has taken a very keen interest in the fraternal columns of the CONDUCTOR for many years, I welcome you back again. If one may judge your abilities as a writer of letters from the way you handle the subject you write on in the September number of the CONDUCTOR, I should say that, like the vintage that loses nothing by age, you are still "holding your own." I used to read your letters with great interest, but it seems like ages since I have come in contact with any of them, and have often wondered what had become of you. While I do not think that any of the readers of the CONDUCTOR are ready to part with Brother Graves and his letters, I am sure of voicing the sentiment of all, when I say, COME AGAIN. There is room for both of you. Your letter in the CONDUCTOR for September has uncovered a condition of affairs on the B. & M. that I did not think it possible to exist anywhere in this enlightened country of ours. Before going any farther with this subject perhaps it would be well to emphasize the fact that what I have to say I say wholly from the standpoint of a conductor, and one who tries to be a true O. R. C. man, with the best interest of all of its members as my first consideration, and when it comes to "making recommendations for promotion," having nothing in common with any one who is not a member and in good standing.

The conditions referred to in your letter are surely "a relic of the dark ages," and one that should not be allowed to exist a day longer than united effort on the part of the organization on that road finds it necessary to destroy. If I have interpreted your letter correctly, I infer that some of your passenger conductors are not enthusiastic over the proposition of promoting freight conductors to their branch of the service, and members of the Order at that. Well, if such is the case, I would suggest that such members (I will not call them brothers) be required to take the obligation again, for they surely must have forgotten the one they took when they were made members.

We did have two important trunk lines running into this city that, until a few years back, had a very similar condition to

that now existing on the B. & M., but it does not exist any longer, and the freight conductors on those roads can look forward now to the day when they will be permitted to take their places with the passenger men, places that they have all so well earned. What brought about this desired change, did you ask? Just the united effort of the conductors and trainmen, through their committees.

That your general manager has wished to perpetuate this condition in the past, or that he wishes to continue it at present would be no reason, to my way of thinking, why I should not take very strong exceptions to his ideas, if I was on your committee, knowing that I was representing the wishes of a majority. If a sentiment of that character works to interfere with the correction of existing evils, you might just as well disband your committee and accept any old condition your general manager, in his generosity (?) felt disposed to hand out to you.

You may have heard that such a road as the Lake Shore and Michigan Southern is on the map; if you have not, I would suggest that you make inquiries of some of the tourists that travel over your line. They should be able to give you some very interesting information about that road, both as to the road itself and the treatment they receive at the hands of the conductors there. There are about two hundred of us running passenger trains on the Lake Shore, and for the benefit of the brothers on the B. & M. that feel themselves "built of better clay" than the freight conductors, I will say that every man running passenger trains on this road earned his position in the ranks of the freight service, and we are not ashamed of it; neither do we feel that the clay that goes toward the make-up of our anatomy is of any finer quality than it was when we were running the much despised (?) freight train. As a matter of fact, we are all brothers, and when we meet each other on the street or in the Division room we can look each other squarely in the eye, knowing that we can trust each other.

While all of our passenger conductors have been promoted from the freight service, that does not imply that all freight conductors reach the ranks of the pas-

senger service. There are some, of course, that are not fitted, and never could fit themselves for it. While it is deplorable, the fact remains that we all have our limits as to qualifications. With some, we can go much farther to find this limit than with others. However, the few freight conductors that our management sees fit to consider unfit for passenger service, are well taken care of by giving them preferred runs in freight service, many of them having better runs than a passenger train.

In conclusion, Brother Bedell, I am glad to see you take up the cudgel for your brothers in the freight service. You need have no fears of criticism for the stand you take, for it is the only stand a true O. R. C. member can take. I did not go into this matter with any idea of improving on what you have said, for that would be impossible for me; neither have I any wish to "butt in" in the affairs of the brothers on the B. & M., but I simply could not help it.

Brother "G. H. S.," your figures and arguments for a greatly reduced representation at Grand Divisions are not only good, but they are conclusive also; at least to my way of thinking. However, there are so many that think differently from you and I that I fear very much we will not live to see the desired result accomplished. As for instance: Do you remember how promptly that question was howled down by that howling, sweltering mob (you could hardly give it a better name) at Boston? "Get together and have a good time" appears to be the slogan that takes so many to our Grand Divisions, and "the more the merrier." Well, from a purely sentimental point of view they are undoubtedly right, as the majority that attend these functions do have a royal good time, but from the standpoint of the "good of the Order" the question is widely different. I have hammered on this question in season and out of season for the past three years, and I must confess to having "that tired feeling" so strongly that I have decided to give it up.

Brother Jas. B. Gauss, of Pittsburg, I have read your letter on the much talked of "pensions" with interest, and while I found it very interesting, I must confess that I do not clearly understand some of your figures, or the deductions arrived at through them. This is undoubtedly owing to my stupidity. Anyhow, I will not dispute you in your estimates, as, like yourself, I am lacking in estima of a recognized statistician. However, I will ask as a favor that you give us more light on the closing figures of the first paragraph of your letter.

There is one thing in connection with the question of pensions that we must keep in mind, and that is, that we cannot expect

a pension that will be of any use to the member that will need it without paying for it, and in place of counting the pennies it will cost us, we must make up our minds to count the sum in dollars. It is unnecessary that I should remind you, or any other member that has read the CONDUCTOR for the past few years, that I am a strong advocate of pensions. I have advocated it, well knowing that it would cost us something to maintain it. My reasons for advocating it have been three-fold. 1st: Knowing that we have many members that, through old age or infirmity have been virtually kicked out of the service of the companies that employed them, I believe the Order should adopt means for their sustenance in their declining years. 2nd: I believe it will be an incentive for the old members to stay with us, also for new members to join. 3rd: I am sure it will be a very strong incentive to strengthen the loyalty of all members of the Order, especially the older ones.

I believe with you, Brother Gauss, that to either establish the age at 50 years or at \$50 per month, would be the height of folly. We could never live under such a strain as that. Personally, I would be in favor of placing the age limit at 70, except in cases of approved disability. I know of no reason why a conductor should either ask for, or expect a pension so long as he is able to run his train, and his employers will permit him to work.

I have noted in several instances a sentiment creeping in that only those who are needy should have a pension. A plan of that kind would virtually make it necessary on the part of an applicant, or one who had been "dropped from the service" to prove himself a pauper. There is no denying the fact that to one having any pride or self-respect, this, to say the least, would be very embarrassing. We all know that we have members who have been handicapped from one reason or another, and there are very good reasons why they have not been able to accumulate a sum sufficient to carry them through old age, but their name is not "legion." There is still another class, and I fear their number is much larger than the first mentioned. They are "the jolly good fellows" and they live a "jolly good life," but frequently from one to three months ahead of the "pay car." It is not to be expected that this class will accumulate a fortune, but they will want their pensions when they get old and infirm.

We have a third class, though perhaps it would have looked better had I made them the first class, and may their number never grow less; they are the men who have lived straightforward lives, always paying their dues and assessments "on time," or a little ahead. They, as a rule, are always ready to contribute something to the aid of

a worthy brother in distress. They may visit a saloon—occasionally—but not too often. They are never a drain on their Division treasury, as they manage to have at least a little in the bank to fall back on. When the pension fund is created—if it ever is—they will contribute their share towards that and pay it as promptly as they always have met other obligations, and as cheerfully.

Now then, if such a thing as a pension for aged conductors is finally established, the question is: Are we going to especially favor any one of three named classes, and if so, which one and for what reason? As I see it the pension, when established, will be a business proposition, pure and simple, and not a charitable one. Each member contributes toward the fund to maintain it, hence, when the time comes for its distribution each member so contributing has a right to his share, regardless of the class he belongs to.

I expect that many will disagree with me as regards the sentiment expressed above, but, as Brother Gauss has very aptly put it, "sentiment is a nice thing to help out in writing poetry and making love, but it will not pay pensions;" neither will it create the fund to pay them with. So I guess that we had better serve all alike.

A. V. NEWTON.

#### Shawnee, Okla.

I see several letters in the CONDUCTOR in regard to train collectors. I will give you my idea on the question, as we use them on the C., R. I. & P. in Oklahoma on all trains.

That the train collector is an advantage to the company is evident from the fact that more are employed each year. That they relieve us of work and worry is as evident. Some of us feel they are a reflection on our integrity—I believe this is wrong. For my part, I am glad to be relieved of taking up tickets, the responsibility for cash collected, and the work of making out reports. I believe I voice the sentiments of the majority when I say: So long as our salary is not reduced we should favor the employment of collectors.

There is one thing I wish to bring before every conductor. Some day we are going to be too old or physically unable to run a train; your record is clean, conditions over which you have no control act against you. What are you going to do? Are you going to have enough saved to give you a living? I doubt it. Statistics show the average saving of the conductor to be less than three hundred dollars per year. Are you going to be a pensioner? It is barely possible. Are you going to change your vocation? You will find it difficult to change your life, your every thought. The

question that every one of us will have to decide some day, if we are alive, is: What am I going to do to make a living?

There are today in the O. R. C. several thousand men who have had to answer this question. Ask them the answer—they know it all too well. Ask the management of your road if they want to care for these old employees. They will tell you it is one of the big problems they are trying to solve. Ask the passenger who has inquired about his trip if he would not prefer to be directed by one of these men who has spent years to learn and who knows rather than by one who has only been in the service a few months or years at most. He will tell you every time, "Give me the man with experience; the man who has spent his life on the road and knows it as he does his A, B, C's."

I ask in the spirit of fairness, why not give the old conductor the position of train collector?

I believe if this is properly presented to the general managers they will agree with us. I believe it a suggestion worth while looking at.

W. BOUSHER.

#### Reading, Pa.

I have seen nothing in the CONDUCTOR in reference to Division 229. I wish to state we are getting along excellently, considering the poor times we have been up against during the last two years. The freight traffic on the P. & R. Ry. is improving and all the boys seem to be making good time, excepting those on the coal runs, which I believe are making three days a week.

We expect to take into our Division four conductors from the W. & C. division on the P. & R. Ry. There are still some conductors here who would only be too glad to become members of our Division if some of our brothers would only pop the question to them. We now have eighty-six members in good standing and there is no reason why we can't have 125 members in our Division. Some of our brothers are very slow in working for the interest of the Order, and there are some who have not been to a meeting of Division 229 in the last eighteen months. Now, brothers, I thank you for your attention and hope you will help us with our social next month.

I also want to thank Brother Steiger for the good work he is doing for the boys on the P. & R. Ry. If any of the boys want to know anything about the K-2 triple valve they should consult Brother Thompson, as he is up-to-date on the workings of the Westinghouse air brake.

Hoping we will have a better attendance in the future at our meetings, I will say good luck and happiness to all brothers.

T. F. REJO.

### R. B. Stegall.

In nearly every labor or church publication there can be found prose and poetry lauding the "faithful few," the few who are always on hand and ready to assist in carrying on the work and to assume responsibility. But it is believed that there are but few members in any labor organization that have as many years of continuous official service to their credit as Brother R. B. Stegall, secretary of Division 148, at Chattanooga, Tenn., whose portrait we have pleasure in presenting to our readers.

Brother Stegall was born on his father's farm near Cartersville, Georgia, in 1842, and by the time he had grown to manhood had acquired, for that day and time, a good English education. Like many other young men the railroad seemed to offer



stronger attractions for him than the farm, and in 1862 he accepted service with the Western & Atlantic as freight brakeman—at that time such a thing as a caboose had never been seen on that line, train equipment having to be carried by the brakeman from the yardmaster's office to the rear car in the train and from the rear car to the office after the train had reached its terminal. In due season Brother Stegall was appointed conductor, and, with the exception of one year's service in the 14th Georgia infantry and a year's service on the old Muscogee railroad, remained with the Western & Atlantic until 1878 when he accepted service with the Alabama Great Southern, now part of the Queen & Crescent system, as yardmaster at Chattanooga, but for the past twenty-six years has been local car accountant for that company at Chattanooga. During his thirty-one years of service with this company he has never lost a day's time from the pay roll.

When Division 148 was organized at Chattanooga on September 25, 1884, Brother Stegall was elected secretary and

treasurer without opposition and has been unanimously re-elected at each succeeding annual election. When it is considered that in the twenty-five years of service as secretary of Division 148 Brother Stegall has never had opposition to re-election, a long story may be told in a very few words.

### Wilmington, N. C.

In the recent strike of firemen on the Georgia railroad, we have a singular condition. It is useless to state the position of the negro in this section—we found him here and succeeding generations will find a similar affliction. It is a condition and not a theory. Being a condition we must meet it with the greatest good to the greatest number. Having this incubus it shows a weakness to try to throw the responsibility or make other occupations assume more than their legitimate pro rata. The position of fireman in this section has always been a negro's occupation. The first engine I ever saw was fired by a negro, who has made good all these years and his right was not questioned until a scarcity of engineers changed the condition. It is a fact that formerly only skilled mechanics were allowed to drive engines in our territory, and that is where the B. L. E. gets its wage basis—which is twenty-five to fifty per cent higher than the wage of a skilled conductor—but now a few years' experience as fireman makes the man an engineer, without knowledge of the relative parts of machinery, and it is the wage of the engineer that has produced the demand for white firemen only, by a class who could not do as well in other occupations. Since I have been a conductor I have seen car inspectors, trestle foremen, section foremen and others who were working for \$40 or \$50 per month become firemen and then engineers and are now signing the pay roll for \$75.00 per month more than the skilled conductor.

It is hard on the farmer that the negro should be forced on him, because the farmer's son, who is a fireman, does not want the negro. Is the son better than the father? Is it right that the negro should be thrown on the community because the white man wants his position? We have got to let the negro make an honest living or he will soon make a dishonest one. The decision of the commission was along equitable lines; any other decision would have been detrimental to the welfare of the country and an injustice to that class of citizens—while not the equal of white men, the negro must be protected in his effort to make an honest and worthy living.

Another peculiarity of this affair is that the leaders of the strike are from that section of this country who, within the recollection of large numbers of us, came down

here and sacrificed thousands of lives and spent millions of dollars, wrecked homes and left misery in the wake (read Sherman's march to the sea) to convince us that the negro was our equal; and now in a period of about forty years we have a strata of that resisting element to show us that the negro is not our equal, an unmistakable case of history reversed in which both extremes are manned by the same strata. As to the ability of the negro there can be no doubt, for he has shown conclusively that he is capable; as to responsibility there is no record where a life has been lost by fault of the fireman, while some of the pleas presented by the white fireman were utterly ridiculous. For instance, they had to drink out of the same cup and keep their clothes in the same box, etc.—such objections are too silly to be considered. I have repeatedly seen a white fireman leave the engine and go to the mail car and ask the postal clerk to hand him a drink of water when every man in the car was a negro and the fireman knew it.

The decision of the committee was just and leaves the white fireman in a position that will affect them materially in the future, for the roads will look ahead and see that white firemen will be employed to a very limited degree, while in the past the compact called for fifty per cent white men, and that reminds me of the dog which, while crossing the stream on a log with a bone in his mouth, saw his shadow and thinking it another dog grabbed for the other bone and lost all.

It is hoped that the question is settled for all time and that the race question in the future will not be a Banquo's Ghost to perpetually retard the development of our country and keep us in the background as has been the case in the past.

Our business is steadily improving, indicating a return of prosperity; crops are an average and the prevailing price of cotton encourages all to look for a successful year. Railroad development and improvement is apparent and as a consequence the labor problem will soon be felt and will resolve itself into "who pays the price will get the labor."

The most serious problem with us is, how are we to live with the necessities of life soaring beyond our reach, with no prospect of an advance of the wage scale. The conductor who now earns \$125.00 per month finds himself more cramped than he was ten years past when only drawing \$85.00 per month; now I would like to ask, what are we going to do about it?

Brother J. W. Cotton has been on the relief since August 2. He was monkeying with the business end of a horse, and the next time he will devote his energy to the enlightened end of the animal.

Our Division was honored last Friday

evening, September 17, by an official visit from Brother Gregg, whose genial presence and gracious manner made all feel at home. His address in general was on a fraternal line, while in particular it was on the pension question, as that subject will play an important part in our next meeting at Jacksonville in May, 1911. It will be well for the Order to discuss that subject and familiarize itself on that line, and the writer will have something to say about it in the future and would be glad to have the ideas of the brothers appear in the CONDUCTOR.

LAFAYETTE.

### Highland Park, Ill.

The following donations have been received at the Home for the month of September:

O. R. C.	
DIV.	
19 .....	\$ 4.00
L. A. C.	
195 .....	\$10.00
203 .....	3.00
Total .....	\$19.00

### SUMMARY.

O. R. C. Division.....	\$ 4.00
B. L. F. & E. Lodge.....	6.00
B. L. E. Divisions.....	58.00
B. R. T. Lodges.....	61.50
L. A. C. Divisions.....	13.00
L. S. to B. L. F. & E. Lodges.....	13.00
G. I. A. Division.....	1.00
L. A. T. Lodge.....	1.00
James Costello, No. 270, O. R. C....	1.00
Alfred S. Lunt, No. 456, B. R. T....	1.00
F. S. Barnes, No. 28, B. R. T.....	1.00
J. McQuaid, No. 39, B. L. F. & E....	1.00
Gideon Hawley, No. 3, B. L. E.....	1.00
J. P. Collins, No. 487, B. L. E.....	1.00
S. S. Stewart, No. 244, O. R. C....	1.00
From members of No. 332, B. L. E.	2.75
Grand Lodge, Ladies Auxiliary to the B. R. T. at 5 cts. per member from general fund by Augusta Statzer, G. S. & T.....	897.10
Union Meeting held in New York, No. 201, G. I. A.....	10.00
From general committee of adjustment of the O. R. C., Illinois Central System .....	18.00
From members No. 269, B. R. T..	9.00
Mrs. Julia Chapin .....	3.00
Victor J. McLaughlin, No. 621, B. R. T. ....	.75
Total .....	\$1,105.10

Box of pipes and tobacco from W. H. Gray, No. 265, B. R. T.

Respectfully submitted,

JOHN O'KEEFE,  
Sec. and Treas.

**Boston, Mass.**

Fall, with its coat of many colors, is a moving picture show to the trainmen, both passenger and freight, as we skim along and through nature's picturesque garden. How can man gaze upon such beauties of nature and then say there is no God?

A great railroad man has gone and he has left behind a great railroad, which will continue to run and do business. The passing of Edward H. Harriman at first thought might seem a calamity, but not so. Like a stone thrown upon the waters, a ripple caused as it disappears, then peace and quiet upon the troubled waters. The world goes on without us no matter whether it is a Harriman, an engineman, ploughman, or a serfman—we are not much missed outside of our own homes.

"Taking Only Your Own" was the heading of a short article in the *Boys' World*. It seems that a man was slightly injured in a railway accident and a claim agent of the company called upon the man expecting to have a large bill of damages to pay. The claim agent, accustomed to being cheated through false claims, bluntly asked what damages were expected. "There aren't any," the man answered. The agent was surprised and perplexed, and tried to explain that he wished to pay something. The man replied, "I understand what you mean, but I'm not that kind; I'm not holding off to hit harder. I wasn't injured to amount to anything, didn't lose an hour from my work, or have a dollar added to my expense by the accident. I'll sign a paper to that effect, but I don't want any money that doesn't belong to me. That's my way." This man is just the opposite of the compensation hunter. To live in idleness is the prime object of these hunters. One of them was neatly bawled out by opposing counsel. He alleged that owing to the mishap on which he based his claim he could only raise his hand to a certain height. "And how high could you raise it before the accident?" blandly asked the counsel. "Oh, as high as that," eagerly answered the witness, as his arm shot up to its full extent.

What is the American Railroad Employes and Investors' Association? is often asked. The *CONDUCTOR* for October, 1908, under editorial, will give the answer in full.

To keep abreast and up to the times in regard to associations and organizations that are a part and about us, the railroad man must be as wise as Solomon and as rich as a Rockerbilt. Possibly these associations and organizations are the foundation stones of a gigantic temple of co-operation that shall sweep the entire length and breadth of the United States.

We must admit that we have been slow to grasp the different ideas contained in each. If we have been too conservative, which no doubt is a good thing, let us begin to consider and study these great questions, and begin to work together for the betterment of employer, investor, public and employe. Let it be a quadruple co-operative association. Call it anything, but it must deliver the goods.

Edward F. McSweeney says, "Most people in this world think that anything they cannot see through and around cannot be good." When we shrug our shoulders and call a man a crank, we generally do not mean to be ill-natured, it is our way of saying the man has a "buggy-top." As he has begun something that we do not understand, we must persecute him, hunt him out of the tribe as mentally unsound. It is said that the man who brought coal into London was branded as a crank. If new ideas look black as the coal this man brought into London, give them a try, they may prove a great blessing to us.

We are more than glad to see the brand new power coming to the B. & M. The new engines that we have noticed are built in Manchester, N. H., upon very fine lines: they are beauties, and are just as good as they look, we hear. The two Charlies, Wilmot and Morse, have one of the new ones, No. 35. Under the guiding hand of these two artists we expect a record that can't be beat. No. 35 will keep the mail train right on the pin-head under all circumstances. She is speedy and can do the trick. Here is to the two C's—we are glad you have such fine power.

Sunday, September 26, over 1000 employes of the B. & M. gathered in Faneuil Hall and listened to addresses on "The Aims and Objects of the American Railroad Employes and Investors' Association," by P. H. Morrissey, president of the association, and Charles E. Lee, general superintendent of the B. & M. The meeting was of deep interest to all.

The Boston Journal, of Friday, October 1, gave a glowing account of the business done by the B. & M. during the months of July and August. We were told that the past summer was a record breaker. We see no reason why this record-making pace cannot be maintained and kept up. Let us place upon each car of industry "Perpetual Motion," and do our part for a safe and rapid movement of each and every car entrusted to our care. We don't hear these words, "business dull" any longer. Brothers, we are here and alive to this rush and flow of business, and how thankful we should be. It is an uplift to us all to see the strides that our railroads are taking and preparing to take. "A mile of dead engines is a thing of the past." It is now a thousand miles of live ones. We can't help

but express the feeling that is within us, that our beloved country is to be the scene of a blessed prosperity. We feel like forming a constitution of mind as follows: We, the railroad men of the United States, in order to form a more perfect union with employers and investors, also the public, do pledge ourselves personally and publicly, if necessary, for a wholesome, clean, honest, administration of all matters in which we are mutually concerned. If business is going to rush along as we anticipate, there is no time for idle parley. Best conditions are none too good for men who are willing to be co-partners in the upward flow of business. With the best conditions for all, all can go in to win for the railroads of the United States a record that will surprise the world.

While we plan for great things in the industrial world, how easy it is to neglect the spiritual world. Now I don't mean spiritual rapping, tipping of tables, talking with the spirits of our departed friends and relatives, or planning or setting a day for the Lord to take us up in a chariot of fire. The Father of us all simply wants us to take Him into consideration and stop and consider what He would have us do. Well, the whole sum and substance of it is this, it seems to me, is taking God into this whole co-operative plan, and this plan takes in railroad life and operation, pension system and everything that would promote for the welfare of all. Now, brothers, don't read the above and say, "He is getting churchy and preachy," or "he ought to be at Northfield, teaching in Moody's school." I didn't write the above thinking for a moment I was "better than thou," far from it. As I thought of the greatness that is possible to us as a nation, and in the midst of this tidal wave of prosperity that is upon us, I thought how easy it is for us to forget from whom all these blessings come, and never stop to say "thank you." Brothers, let us acknowledge Him in all the walks of life; it is manly and nothing to be ashamed of. If we are all of one accord—no discord—this great train of industry will run through the states of our union, giving and taking passengers and freight in such a large capacity that the Tutties, Mellens, Hills and all other great railroad presidents will say, "We must enlarge and spread out in order to handle this great train of industry which is gaining in speed and tonnage." We are just a mite zealous for the part that our dear old New England is going to play in the make-up and handling of this industrial train. We want New England right up on the front end, the leader, with plenty of the white stuff, keeping the hand of the dial always at the top. Can she do it? *Sure.*

Division 413, Boston, opened up for business Sunday, October 3, after the summer

vacation. With Chief Ed. in the chair, No. 413 began its winter schedule. The train that all hands seemed most interested in was the general promotion train. Some of us who are hundreds of miles away from the Division room, and who did not attend this meeting on account of the long distance, missed the pro and con arguments in regard to general promotion. If the general promotion plan is to come, we pray that it may have for its motto, "with charity for all and malice towards none," using the same motto if it does not materialize. And all not forgetting the "P. F."

A singular coincidence in this north pole controversy—both Peary and Cook started from the little town of Etah, which spelled backwards give us Hate. What a lot of sting that little word of four letters has got.

C. E. GRAVES.

### Carnegie, Pa.

It is several months since I undertook to pen a few lines to the CONDUCTOR, but I am not going to use the lame excuse some of my brother correspondents use. I hear this very frequently: "I sent a communication to the CONDUCTOR but for some reason the editor did not put it in." This is a very feeble excuse, brothers, for your neglect of duty, to blame our brother editor for your own negligence, as he has trouble enough trying to patch up some of our attempts at literature without taking your neglect on his shoulders. I have my first time to find where the editor failed to print any correspondence that reached him; it may not be word for word as you wrote it, and some of us are very often thankful for this—I am for one—as our editor must do some tall figuring to accommodate us all and still keep a little corner for his own use in which he gives his good advice to this multitude of intelligent bread winners. Remember, "Thou shalt not bear false witness against thy neighbor." So, brothers, if you do write and it does not appear in print get after the editor and I know he will give you a reason why your correspondence did not appear; but if you did not send in a correspondence for your Division, say so when you are called to task for it, and don't wait until some other brother of your Division sends a word or two and explains, through the CONDUCTOR, that his correspondence appears and yours was not printed. When you are so faced through the Journal, watch how freely the editor can give date for the last letter sent from you. This, of course, makes you feel like an amateur instead of a conductor, so, brother correspondent, give the editor his just dues.

There have been many changes on this division since my last letter to the CONDUCTOR. One year ago our railroads were

congested with empty cars and hardly room to store them; engineers put back firing, and conductors put back brakings, and brakemen, well, put off the right-of-way. But oh, joy, what a change; those same cars are in demand to transport the commerce of our industries from ocean to ocean, the engineer back on the right side, the conductor checking his train again, and a reward offered for brakemen, and good old Pittsburg enshrouded in a cloud of smoke; and this is no yellow journal boom, this is the real thing this time. We are very busy here at present and prospects look good for a continuance of good times. We have nothing to worry us in the near future, as every workingman is busy and the north pole has been found, so who is going to bother hunting the south pole when we have lots to do at home and try to make Chartiers Valley Division 447 the largest Division in the Pittsburg district as well as the most popular.

We have several changes on our road since I last wrote. Brother Wesley Conner has been appointed general yardmaster in the Pittsburg district, and several of the other brothers moved up the ladder a rung or two; several brothers got suits of blue with buttons to match, and report to Brother Herron at Carnegie who is responsible in getting Brother Conley and the Gunny out on time. In fact, by every promotion made this summer a brother was benefited.

B. MALONEY.

### Bluefield, W. Va.

"Flowers on the coffin cast no fragrance backward o'er the weary way."

If you have a flower, a gift, or a word of praise or comfort for me, give it to me now, that while I live I may appreciate it and bless you for it.

The treatment I am receiving from O. R. C. men while in and around Bluefield, W. Va., has brought out the above thought.

I had an occasion to go to Matoaka, W. Va., on the N. & W. Ry. a few days ago. Before getting off I made myself known to the conductor of the train and asked him where I could get hotel accommodations in the little mountain town. It being the terminus of his run, he showed me to the hotel he stayed at. My business kept me there two days, and upon calling for my hotel bill and presenting a five dollar bill to pay the same, I was told by the clerk in charge that the bill was no good; that he was told by Captain C. Heck that I was from Kentucky; that I had "moonshine money and not to take it." And he didn't take it. After leaving Matoaka I changed cars at Bluestone Junction and boarded a main line train for Bluefield, W. Va., and before arriving at the latter place I introduced myself to the conductor of the train

and asked him to recommend a moderate priced hotel. He replied, "All right, I'll do it; I stop at one that may suit you, and after I register we will take a car and go to it," and before I knew where I was going he stood before a beautiful suburban home, elegantly furnished, and nestled at the foot of one of the Appalachian mountains, and presided over by his good wife, as only West Virginia wives can preside, and further ornamented by two lovely children; was introduced all around and told to "make myself at home." I demurred, but to no avail. I never received a more cordial welcome at a home in my life than was accorded me by Brother Floyd A. Francisco.

The Norfolk and Western conductors are among the most contented and best paid lot of men I have gotten among for a long time, many of the passenger conductors making from \$160 to \$220 per month. They are a fine lot of men, and the N. & W. officials know it. I shall not soon forget my trip to Bluefield, W. Va.

The September CONDUCTOR is the first I have had a chance to read for several months. I was especially interested in many things Brother E. W. Horton had to say, under the caption of "Ask Better Service from Railroad Men." It would be well worth the while of every conductor in the land to carefully read that letter.

From what I can glean from the September CONDUCTOR, there seems to have been a protest raised against the "ticket collectors," "train auditors," or "helpers," as some apologetically style these gentlemen. Down in Arkansas and Texas they are called "Boll Weevils." That is an insect that destroys the cotton, an unnecessary evil.

I think it is poor judgment upon the part of our conductors to publicly complain of these "helpers" (?) and much poorer judgment for a conductor to rush into print, especially in the CONDUCTOR, in defense of them. I believe in calling a spade a spade. I believe in accepting a fact when you encounter it in your pathway. And it is a fact patent upon its face among ninety per cent of the conductors that I met, and I meet lots of them, that the placing of these collectors upon the passenger trains of the company is a reflection upon the honor of our conductors. If that is not true, why do the majority, if not all, of the railroads of the country at some one time or another place spotters on our passenger trains, and upon their reports discharge lots of our conductors.

If the railroad companies are placing these collectors on their passenger trains solely for the purpose of helping the conductor that he may run his train more safely, I will ask you fellows that are apologizing for said collectors, why said

railroad companies do not place conductors on their trains as helpers?

I'll tell you why: because from the railroads' point of view "the trail of the serpent is over them all." They suspect them, one and all; they believe what Roscoe Conklin once said, "Every man has his price."

If in cases where railroad companies think it necessary to place helpers on their passenger trains, would put an extra passenger conductor on as a helper, they would have the benefit of two experienced railroad men on their trains, and should anything befall the conductor in charge, the helping conductor is on the spot to assume control.

For an example, I will cite you gentlemen, who are going into print in defense of those "helpers" (?) those "boll weevils," to the Norfolk & Western railroad. All of their passenger conductors need help on some of their busy runs through the coal fields of West Virginia, and they get it, but in every instance up to date said helper is a conductor, a railroad man, and not an office clerk, a motorman, or a blacksmith, as is the case with most of the train auditors of today. Another proof in defense of the fact that these collectors are placed on our trains because the honesty of our conductors is questioned, lies in the fact that the present collectors cost the railroads more money than a conductor would, as I will show later on.

The conductor is required to give a cash fare slip to every one paying a cash fare, and in most instances they are valueless. These and many other reasons I could give to support the claim that those helpers are put on our trains because the railroad companies question the honesty of our conductors, and how any one, especially a conductor, can doubt it is beyond my power of comprehension; and when a conductor takes a stand in defense of our present train auditor, "helper" (?) or so-called "boll weevil" in the south, he is, in the opinion of many, "playing to the galleries."

I will repeat, "If the trail of the serpent is not over them all," let those railroad companies employing collectors use extra passenger conductors in their stead. And, in the spirit of kindness, I would suggest that you conductors who are trying to defend the position of those collectors, employ your time and talent in trying to get them superseded by conductors. Let me give you another pointer: if the railroads of this country will dispense with this "helper" (?) and add his pay to that of the conductor, I don't believe that there is a conductor in the land but what would assist the railroads in having a national law passed punishing with a heavy fine and imprisonment any one caught appropriating passenger train revenue. If, according to

Mr. Lucius Tuttle, president of the B. & M., "the conductor has far more to do with the financial success of a railroad than either the general manager or president," the conductor is a *very poorly paid man*.

If Mr. Tuttle really meant that, he would be a good "easy mark" to go up against for a substantial raise in his conductors' salaries. Try him, boys, and see if he meant all he said about you at that reception at Boston last May.

Brother Newton, of Buffalo, N. Y., in his defense of these "helpers" says in referring to railroad officials:

"They know as well as we do—whether they admit it or not does not change the facts in the case—that there have been many expensive accidents, many resulting in the loss of life and limb, and for no other reason than that the conductor had not had the time necessary to perform all that was expected of him. They also know—and so do we—that it is no very unusual thing for the most diligent and careful conductor to miss a few fares. Any conductor of experience knows how easy that is. Anyhow, he does not have to miss more than one or two, to pay two or three days' wages of a 'helper.'

"The ticket collector has nothing on his mind but the collection of his fares. He does not have to get out in the midst of his work, either to sign orders or to help people off or on. He has no care of any kind on his mind, except the one thing, and to say the least, without casting any reflection on either the honesty or the ability of the conductor, it is but logical to suppose he will perform that one duty with a greater degree of success than the man possibly can that has so much more to look after."

In another part of his letter he says "I have never come in contact with one of those gents, never was on a train where one of them was working." And it is very evident that he was not, or that he knows but very little about them, or he would know that it is a part of their duty to help passengers on and off trains; that they miss as many fares as conductors do; that they fail as often, if not oftener, than do conductors, to "punch, punch, punch with care, and punch in the presence of the passenger," i. e., fail to issue cash fare slips for every cash fare collected; and that his "logical" supposition that he would "perform that one duty with a greater degree of success" than a conductor can, would turn out to be an illogical "supposition." I have traveled all over the south and southwest, where these "helpers" (?) are thickest and I know what I am talking about. I have watched them closely, and from my observation, they are not doing the collecting of the revenue as well as conductors are, and I know from personal experience

that they miss more fares than conductors do.

The wages of one of those ticket collectors is \$100 per month, \$3.33 $\frac{1}{3}$  per day with an allowance of \$2.00 per day for expenses, amounting to \$160.00 per month. So for a conductor to miss enough to pay two or three days' wages of a "helper," according to Brother Newton, would mean to miss enough fares to amount to \$10.66 $\frac{2}{3}$  a day, or about \$3,840.00 a year, and to miss enough to pay three days' wages of a helper, would amount to \$16.00 a day, or about \$5,760.00 a year. Think of that, will you? Rather a sad commentary upon the intelligence and ability of our conductors, and from a brother conductor, too. Brother Newton, in that case, I am of the opinion you "rit" without reckoning. I don't think very many will agree with you that any ordinary experienced conductor will miss \$10.66 $\frac{2}{3}$ , or \$16.00 worth of fares in a day, and if you think such is the case, I think it is much poorer taste in you, as a conductor, to say so than it is in brothers to raise a cry against the ticket collector. And if it were well for them to have kept quiet on that subject, it does appear to me that it would have been much better for you to have kept quiet upon the subject of conductors missing so many fares, even though you believed it, and in the spirit of all kindness I am frank to say I think you did your brother conductors an injustice in the matter of their missing fares so easily.

I did not see what Brother Hasey had to say about "ticket collectors," etc., but the question at issue seems to be, does the placing of "ticket collectors" on passenger trains cast a reflection upon the honesty of a conductor? Yes, and it seems Brother Hasey thinks it does not. Well, I most respectfully beg leave to differ with both of you. I think the placing of "ticket collectors" on passenger trains is one of many insults offered to conductors by railroad companies in the way of casting reflections upon their honesty, and to sustain my contention in the matter I will offer the following proofs: At all terminals, and many intermediate stations, passengers can not board trains without tickets; all station waiting rooms and coaches are bulletined "purchase tickets before entering cars, as train rates are higher than ticket rates." Many, if not all, railroads employ "spotters" to make a check of cash fares collected by their conductors; most all railroad companies employ men of no railroad experience as ticket collectors and train auditors; railroad companies fail to use extra passenger conductors in all cases where they think a collector is necessary. These are proofs, almost conclusive, that all railroad companies doubt the honesty of their conductors, but the final and most conclusive

and humiliating proof lies in the fact of conductors having to issue cash fare slips direct to the passenger for a cash fare, when a hat check would answer the purpose, the same as it does in the case of a ticket.

A cash fare slip silently says to a passenger receiving it, "your money for passage will be turned into the company; the conductor will not appropriate it."

In view of the foregoing, I maintain that railroad companies put ticket collectors, who are not conductors, on their trains because they question the honesty of their conductors.

Now, Brother Newton, if you or any conductor can show me, by logical reasoning, that I am in error in this matter, that placing of "ticket collectors" on passenger trains is not a reflection upon the honesty of conductors, I would like for you to do it, and if you can, then instead of upholding these "gents," "ticket collectors," cash fare collectors, and appropriators, "boll weevils," etc., I will ask you not to make any more excuses for them, but to use your influence in and out of season to have them succeeded by your brother extra passenger conductors.

I heard a train auditor in Texarkana last March say, "When I left the blacksmith shop three years ago to take a position as auditor on the Iron Mountain, I wasn't worth a dollar, and today my check is good for \$4,000"—and he produced two bank books, posted up to date to prove it.

VERITAS.

### Mexico, D. F., Mex.

"Know ye the land, where the serpent and cactus

Are emblems of nature, and grow in their clime,

Where conscience and God alike are forgotten,

And children from infancy are nurtured in crime?

Know ye this land? If not, let me tell:  
It's name is Mexico, an outport of——."

Well, these lines were written many years ago when the Mexican Central was creeping slowly into existence across the rugged mountains and cactus-covered plains which mark its path.

The pioneer railroad men of those days went up against many tough propositions that one does not have to contend with at this time. However, I doubt not but that to some extent the truth of the lines are heartily endorsed by the majority of American railroad employes who are working in this country today. And now the edict has gone forth, "Mexicanize the Railroads." In other words, "fire the hated Americans."

Former efforts in this direction resulted in "demoralizing" as well as "Mexicaniz-

ing" the parts of the roads on which the experiment was tried. Many there are who have not forgotten the time on the Monterey & Gulf. But now the matter seems to be taking more definite shape. The places of the dispatchers who went out on strike when their demands were refused a short time ago were filled with little delay or trouble, and this, coupled with the fact that the movement has the sanction and active co-operation of those occupying official positions, has injected a great quantity of activity and courage. Now if they could only find a serum composed of brains and other necessary requisites that could be injected into the pupils and aspirants who are to take the places of the Americans, the transformation would go ahead at a much more rapid rate. Schools of instruction have been established by the railroad officials at several points to educate and qualify the native talent in the art and science of practical railroading. Now what do you think of that? A large number of conductors and engineers have been in the service for years. Many of them now past the age limit have raised families and have made as good exemplary citizens as are found anywhere. They have worked and toiled under difficulties and the most adverse circumstances, served their respective companies faithfully and well, braved the hardships and dangers, and now they are coming into their reward.

When the shadow of life is growing long, and their lives are reaching the "sere and yellow leaf," they will be made to step down and out simply because they are not Mexicans.

Scarcely an issue that appears of the two papers published here in English, but that one sees in them articles speaking in the highest and most eulogistic terms of Mexico, "progressive Mexico," with its liberal laws, its polite and hospitable treatment of strangers, and governed by one of the greatest statesmen and rulers the world has ever known.

If people in the United States who read these papers could only be here and know the real facts of how the recent political aspirations of a certain prominent man were squelched by military power, and many of his followers killed and thrown in prison, they would form an entirely different opinion.

And now the American railroad employes are going to "get theirs," and say good-bye to the land of the Montezumas.

How different from the sentiment and way of treating all kinds of men in God's country—the land of the U. S. A. What difference does it make there as to a man's nationality? "A man's a man for a' that." And with all their ever present and overpowering religion they have entirely forgotten the teaching of the Holy Book

which admonishes us to say to him who has borne the heat and burden of the day, "Well done, good and faithful servant, enter thou into the joys of thy Lord."

What Mr. Gringo railroad man gets is the same thing—only it's different.

But never mind, boys, there's consolation in the fact that before a man can handle either train or engine successfully, he's got to know how.

A. E. BATES.

### Jacksonville, Fla.

Thought my days as correspondent were over, as after reading the teachings of the religious sect near Boston, known as the "Holy Rollers," I could hardly see how the all-wise Providence could avoid the calamity, and whether he was ready for it or not this old world would be brought to a close. While Florida, of course, makes no pretention of leading Massachusetts, and Boston in particular, in any line, except, perhaps, tropical fruit growing, still I am free to confess that I think your "Holy Rollers" were, and are, imitators of what we down here call "High Rollers," differing from your crowd very materially in that they want the world to last forever. Probably the location has to do with the difference, but anyway I would rather join our crowd than the Boston crowd.

I was much interested in the letter in the August number from the good brother in Boston in regard to conditions existing on the B. & M. Ever since arriving at the age to be taught, I have had it drummed into me that Boston was the center of enlightenment, and it was with no little trepidation that I invaded Boston. I knew as an Order the O. R. C. had made wonderful progress in our neck of the woods, and naturally expected bigger things up there, but after mingling with them for a few days I realized that while they had us "skinned" on reputation, on actual results the "Crackers" had them beaten a city block, including the alleys and streets on both sides, and this not a Boston block, either. Brothers, on the B. & M., you are fifty years behind the times, and I am glad you are working up. It probably took the Grand Division, together with three or four thousand visitors, to accomplish the task, but having slept so long the senses of hearing had become impaired, and as you now seem to be awake I have no fear of your going back to sleep, so will not insist on your signing the "call book."

In talking with the many brothers employed on the B. & M., about the only reason given for the present condition was the answer made by the country boy who, when asked why he put corn in one end of his sack and a rock in the other to balance it across his horse's back when going to mill, rather than corn in both ends, replied,

"I am doing as daddy did." You brothers on the B. & M. are doing exactly as "daddy" did, and have failed to see that the membership in general has caught the spirit of progress, advancement and enlightenment of the twentieth century, and doing not as "daddy" did, but as the conditions arise. You say you have developed a class among you on the passenger trains who have grown above their fellow workmen in the freight service. This probably is so, not only in Boston but everywhere, but this class is so woefully in the minority that they are to be pitied rather than censured, for it is incumbent on us, as well as other good citizens, to care for the weak and feeble-minded members of our family so long as we are financially able, and they do not become criminally insane, in which case our responsibility ceases, and our state takes charge of them in places provided for this purpose.

You brothers on the B. & M., and this includes all members of the O. R. C. and B. R. T., are unintentionally forcing a hardship on the younger men, and who look to you for guidance, in that you are charging full tuition and giving diplomas when the term or course is only half finished. How many of you would seek the advice of a lawyer who had procured his diploma through having swept out the office of some noted lawyer for a few months, or go for a doctor to minister to some dear loved one whose only title or right to his diploma was the fact that he washed bottles in the office of Dr. So and So? The position of conductor is as much a position of training as any other, and as all have their formulas, it stands to reason that only the majority succeed who adopt the prescribed course.

Years of service on a passenger train will be of little use to you should you be so unfortunate as to lose your position and have to seek work elsewhere. To procure it, you would have to accept a position amongst the lowly freight men, and you, I know, are not egotistical enough to say that you are capable of handling the freight train service when you have had no experience in this line. You can probably do so on some roads where you can get in your cab at one terminal and ride through to the other without pulling a "lift lever," but you could not handle the average freight train south of the Mississippi river, and I am free to confess that I would not recommend you to a trainmaster for a position. Some of our roads down here make the chance of your promotion dependent on the record made on local freight trains, so your ten, fifteen, or twenty years of passenger service would avail you nothing and you would have to start over again.

As to the difference in social standing of

men in passenger and freight service on the B. & M., why don't you all, or some of you, have the manhood to get up and state the truth, and what you all know to be so, and that is, that the men applying for positions on the B. & M., whether in freight or passenger service, are equal in intelligence, manhood, integrity, etc., and if not socially, it is because your management has falsely created two classes and you employes have given it your half-hearted indorsement, from, in many cases, a selfish point of view, in that it might jeopardize your position. Now, as to a few passenger conductors stepping carefully with garments drawn tight for fear of coming in touch with some freight man, get some less misguided brother in the passenger service to go to him, if he will not listen to you, and tell him that in the army of railroad men he holds the position of about the rank of second sergeant. The men in the "trenches" are the freight boys, and to the way in which they have fought does he owe his position, and any further progress rests solely on the shoulders of the boys in the trenches, and how they fight. Ask him how many generals, majors, captains, etc., he has seen or known who raised the "white flag," and the "boys" instead of being bound by his surrender, elected a new officer and pressed on until today they stand, probably not so far advanced as they would like, but on safe and sane grounds, treating with the officials, not as a band of anarchists, but as representatives of the most intelligent and conservative labor organization in existence, commanding the respect of every one. If the Order makes any further advancement the brunt of the battle will fall on the boys in the trenches, as it ever has, and as a result of their efforts alone are such names as Washington, Lee, Grant, Schley, Dewey, and hosts of others written in history. So, Mr. High-stepping Second Sergeant, think of this, and remember as long as the world lasts the boys in the trenches will keep on making heroes, but without their aid you are not worth thirty cents.

I am looking for an awakening on the B. & M. that will be of vast benefit to the organization, as well as the management. In this, as well as in all good movements, the hand of the "Cracker" is extended to our brothers of the frozen north, feeling sure of the fact that the Order will go on advancing and little spots appearing on the surface only need the attention of the paint brush, when, after a little coat of brightening, leave no trace on the surface, and have never entered the body. The Order of Railway Conductors stands today higher in the estimation of railroad managers than it ever has, and it is our duty as individual members of this grand Order to do all in our power to extend this feel-

ing. The modern trend of the times is to push, excel, etc., until every energy is taxed to its utmost capacity; engines being made to pull every pound possible, every car loaded to its capacity, time of "fast" trains being made so fast that it seems recklessness to make the schedule. To what end this will go time alone will tell, but when the rebound comes, if it should ever come, let us be prepared to prove that the cause was from no lack of ability or incapacity on our part. In our idle moments, whether at home or on the road, read and study our rule books, be as conversant with forms of train orders as the dispatchers, or any other rule governing the handling of our trains; be prepared to think and act quickly, for the danger of getting "hit" is serious if you stay on the main line while pondering. As an old countryman said to me once when upbraiding him for getting so awfully drunk: "What's the use of doing anything half way; if you are going to get drunk, why not get on a h——l of a drunk?" So I say if we are going to be conductors, let's be ——— of conductors. The Order has so far proven able to stay up in the procession and it is my honest opinion that when the "pot" has boiled to its utmost capacity and only the very best of everything is represented by the bubbles on top, one of the biggest and brightest in the lot will be the Order of Railway Conductors.

In closing, will state that the notice on my visiting card distributed in Boston still holds good, and that "We all want you in 1911."

W. B. W.

### Hugo, Okla.

What has become of "El Burlon"? I have been patiently waiting to see how near his opinion of some people coincides with my own.

Brother Scates, in May, says the Good Book says "God loves a shining mark." Where does he find it? I cannot find any such quotation in the Good Book nor in the Book of Rules; but in one of the classics, either Bill Nye or Mark Twain, I forget which one, says that "death loves a shining mark." Read up a little closer, brother.

I have read Brother Willis' letter very carefully, and if conditions in Texas are similar to Oklahoma he surely must be joking when he says "abolish the saloon." Understand me, I am not an advocate of the saloon, neither am I a prohibitionist, but do believe in temperance and believe two saloons in any village is far better than one "bootlegger." I worked in Oklahoma City three years when there were from sixty-five to seventy-five open saloons there and never did I see the drunkenness in that three years that I saw during last July

with state-wide prohibition. There were then over 200 "bootleggers" operating in Oklahoma City, and it seems to be the same way all over the state; and do you not know that a prohibition town or country will consume more liquor than a town or country of equal population will when liquor is sold by license? How many prohibition agitators in Texas would be weeping and wailing over the poor drinking man if it was not for the \$100 to \$150 per month and expenses that they get for spreading the prohibition news? It is not the railroad men who do the heavy drinking—wish they were all temperate men. This place is full of "bootleggers." The state law says you shall not sell it; the United States law says you may, so pay your money and take your choice.

The last legislature passed a law making it a felony to give or sell liquor to a minor, and a prohibition judge declared the law unconstitutional. Where is there a saloon in Texas that allows minors to frequent the place or drink at the bar, or which knowingly sells to minors? Where is the prohibition town in Texas that you will not see boys and young men under twenty-one drunk or under the influence of liquor? I myself have seen it at Amarillo and other places in Texas.

By the way, brothers, do you ever read the best, the very best temperance paper in Texas? No? Well, read K. Lamity's "Harpoon" for July.

During August I had a tiresome trip in search of employment, and I often wished I was a Federal judge. I would have issued an injunction and forbid any railroad man losing his job, getting past forty, getting gray or wrinkles in his face.

"JERSEY."

### Memphis, Tenn.

It has been several months since I have seen anything in the CONDUCTOR from Division 175, which, by the way, is one of the strongest and best in the south, so I am forced to conclude our worthy correspondent has either gone on a strike or else got tied up on account of the sixteen-hour law. Be that as it may I want all the brothers over the country, no matter where located, to remember that "Memphis," the Queen City of the south, is still on the map and that any brother passing through on business or pleasure is sure of a warm welcome at the hands of our local brethren. The O. R. C. is well represented on the official staff of the Y. & M. V. and I. C. systems.

At Poplar Street station we have Brother John G. Jones, our worthy ex-chief conductor, as general agent and personal representative of President J. T. Harrahan; also Brother F. M. Black, station master, whose motto is no trouble to answer ques-

fions. These two brothers are an honor to the fraternity and a credit to Division 175. At south yard we have Brother D. Cunningham, as assistant trainmaster for the I. C. north, and Brother S. J. Hayes as general yardmaster. Many visitors to our city during the Grand Division in 1907 will remember these two brothers with pleasure. Our esteemed junior conductor, J. W. Robinson, can also be found at south yard, always ready and willing to point out the right way and assist all worthy brethren so far as he can. Brother Robinson is one of the most regular attendants at Division meetings, and rarely misses one unless prevented by sickness or other good cause. It would be a blessing if we had more like him.

Business has picked up a great deal in this section and we see a great many new faces out on the line. Our extra brothers are all at work once more and making good time, and it begins to again look like the old joke about the full dinner pail is to become a reality.

I note with a great deal of satisfaction that the Mississippi railroad commission refused to disturb the passenger rates of three cents per mile now in effect. A few politicians of the demagogue type who were trying to ride into office at the expense of their fellow man's misfortune were responsible for all this agitation, and when the business, professional and railroad men got together and protested against any disturbance, or change in the rates, their petitions were acceded to by the honorable commissioners, who are Honorable S. M. Lee, John A. Webb and W. R. Scott; all honor and credit are due these men who not only acted as their conscience prompted them, but refused to be dictated to by a few professional politicians. We all know the railroads, not only in Mississippi, but everywhere else are just recovering from the late panic which caused thousands of cars to lay idle, engines to be white leaded and put in the back shop, and a great many worthy men to be thrown out of employment and made to feel keenly the effects of vicious and unjust legislation, which paralyzed not only the railroads but the banking, timber, and in fact almost every other line of business. It does seem like in some localities the feeling against railroads amounts almost to hostility, and it is a mystery that they were not all either put out of business or in the hands of receivers.

The time will soon be here for the election of officers for the ensuing year. Brothers, let us get together and elect our best material to fill these important positions. Let discord take a back seat, way back in the rear of the hall; let peace, harmony and good will prevail, for the good book tells us "a house divided against itself will

fall;" we need a tenement not built on sand, but on a firmer foundation. Personally, I have no objections to the present officers for all of whom I cast my ballot last election, but I believe in the time-honored old custom of rotation in office. It is well enough to reward the faithful servant and all that, but we have others as deserving who are not in the limelight, but on the other hand are cooling their heels on the outside, figuratively speaking. I will say for Chief Conductor Beanland that he has made a model presiding officer and has filled this exacting and thankless position in a manner to have gained the respect of not only the members but the public as well, and for the rest of the local officers, they have done the best they could under the circumstances.

We all hope it will be convenient for Brother H. D. Peebles to be present at the next election, for he came near stampeding the brothers last November when he got up and wanted to nominate Taft for assistant chief conductor. But enough of politics, especially this near the election.

My best wishes for all brother O. R. C. men and their families and that noble body of Christian women, the Ladies Auxiliary to the O. R. C.

V. R. BYRD.

### Birmingham, Ala.

The time is drawing near when we will have to elect new officers for our Division, and a great many of us do not pay as much attention to this as we should. While the officers do not make the Division a success unless we, as members, give them the support that we should, yet we want our best men in the chairs, men we can depend on and in whom we can absolutely trust. There is no concern that can be a success without a head, and we want the best material that we have at the head, and then give them our hearty support. Not to give any thought to higher things is a fault with too many Divisions, and when election day comes we give our favorites the offices regardless of their ability, and when we elect them we expect them to do all the work. Some think that after we elect them our duty has ended there; that they need no more help, and then we stand ready to give them the big "roast" for every mistake they make. Some will stay away from the Division and if the Division is not run just to suit them, they want the officers thrown out and they will condemn the Division and say that it is no good and they are not sure that they want to belong any longer. They will say, "Why don't you do this or that," and say, "what do we pay in our money for?" I will say to them, "when you don't attend the Division you should not comment on what is done there. If you do not think enough of

the Order to give it your attention, say once a month, you have no right to know what has been done or comment on what has been done by the officers and the few that do spare the time to go." There are a great many men that attend a Division meeting, taking time from their home hours, when they have none too many to spend at home. Such men have the interest of the Order at heart, and I don't think they will do anything except what is right. You who stand around on the street corners, ask of the men who have come from the Division room, "what did you do?" and "why did you do it?" or "why did you not do something else?" and "just a few men run the Division." And I am here to tell you by past knowledge that it is true in many cases that a few men do run the Division, and if it was not for this same few there would be no Division, for you who do not attend could not run it, as you are not there to run it, and you have no right to comment on what you take no hand in.

I will say to all members there is no institute that is of any account, or makes of itself a success but what it takes time and money and a working head and loyal support from its members, and there are no craft of men that needs more harmony than the conductors. They should bear in mind that there is no class of men that have to work under as severe a condition, or as varied, as the conductor, and for us to in any way retard the advancement of the Order strikes back at us in some way. There are some men who to gain a little favor for their own use or to add a very small feather to their limited number, will lay aside their true principles of manhood and attempt to cover up their actions with a cloak of ignorance. Now when the election comes let us all strive to fill the chairs with men, not the chairs to the men, and when we have made our choice then give them our best support; if they should err, not condemn, but help them not to do so again and show them that we still have confidence in their manhood and stand ready to help them to go as they should. We must bear in mind that stern duty must be faced if it does hurt some. Now I will say, as I have said many times, and as I have shown, that we are too lax with the misdeeds of some members of our Order. That we are too ready to overlook some things that we should condemn. There is no man that will stand up harder for a brother that makes a mistake than I will, if he shows that he is willing to profit by it and shows the true man in it. There are some things that cannot be overlooked, for there are some things that are done that we all know any man who is fit to be a member of the O. R. C. knows is wrong and should not be done; that is the class

I fight without any compassion. I do not want to condemn any man unless he condemns himself first.

Now, as I will have but one more letter to give to the conductors before the election, when I expect the Division will find better timber for the office of scribe than I have been, that letter, I will now say, will be on "The True Life of a Conductor;" so get your ax ready, for in that letter I expect to use my ax, saw, hatchet and hammer. For the past two years that I have filled up space in the CONDUCTOR, I have let the women alone, but in my next letter I shall give them theirs, too. I will say a few words to them in this one, too. A great deal of this letter should apply to them, and while I do not have the honor to meet with them in their L. A. to the O. R. C., from what I can learn they have trouble too, and one great fault with them is that too many of them, when they can't have their own way, want to sink the whole ship. They forget there are others that have the same right as they have and as much to say and as much to do with their Division as they have, and when angels fall out, what should they expect of men? When you can't have your way, which you would if the majority did not say otherwise, then be magnanimous enough to go with them and help them and maybe you will change your ideas when you come to help them with theirs. In union of action there is strength and good will. Remember that, as you give so will it be given, and there are none perfect. No, not one.

What has become of the grand woman of the copper-colored hair, of Montana, that has done so much for the conductors? To her I will say, do not let any of us men or your sisters keep your pen dry, but dip it in ink and let us hear from you again. I am with you if no one else is, and if they jump on you, call for me, I have an ax ready to come to your aid, if I don't get gaps knocked in it.

M. H. FLESHMAN.

### Kankakee, Ill.

I take this opportunity of letting those of our brothers away from here know that Division 118 is still in existence and holding meetings on the second and fourth Sundays at 10:30 a. m., I. O. O. F. hall.

Business on the C. I. & S. is good; the boys are all busy as can be, only in town long enough for their rest and right out again, so that makes our attendance at meetings rather small, for we have the same complaint that most Divisions have—poor attendance at meetings. But we have the faithful few; you can always depend on them, for they never fail.

We had a very pleasant surprise the first of October when Superintendent H. A.

Zeiss held Brother Fred Grundler off his run and appointed him trainmaster for the Kankakee division of the C. I. & S. Ry., with headquarters at Kankakee—a very popular appointment among the men, for we all know that Brother Fred will not only be loyal to the company but the brothers as well. We wish him all the success in his new position and assure him of our undivided support.

Brother W. H. Harris, our only brother who is well enough off to have the hay fever, has returned from a visit to northern Michigan, he and his good wife being much benefited by the trip.

Brother A. M. Garner and wife are inspecting the state of Kansas, while Brother D. O. Kingsley leaves next week to draw one of the farms they have to give away in North Dakota.

Division 118 is doing nicely, being very well off in every department, and we predict for her a bright future. G. B.

### Liberty, N. C.

A word to the members of the O. R. C. upon the important subject of economy:

There exists nowhere on earth an association or institution with an equally large membership that has enrolled more men of intelligence, character, integrity, patriotic instincts and big-heartedness than the O. R. C. I am proud to be a member of this Order, and am always intensely interested in the Order and in anything that tends to the general welfare of the institution or the uplift of its large and growing membership, and I trust that the brethren will credit the writer with a sincere desire to promote the welfare of all in submitting the following observations:

It has long occurred to me by observation that the greatest hindrance to the welfare and prosperity of the individual member of our Order, in common with that of the laboring man everywhere, is a disregard for the most elemental rules of economy, which disregard for the future tends to keep one forever dependent upon his daily earnings, while he who acquires the habit of systematically saving and laying by even a small amount of his earnings and placing it in a savings bank, or better still, judiciously investing it, without ever missing the outlay, will soon find that he has a fund to fall back upon when he, from choice or otherwise, is forced to retire from active labor. It is a fact that is attested by the observation of men of experience everywhere, that the foundations of all fortunes are laid in homely thrift and unobtrusive economy. Large enterprises make the few rich, but the vast majority of mankind prosper only through carefulness and detail of thrift and economy. Besides the result that invariably follows the

practice of economy as surely as night follows day, the very habit of saving, even though it produced no aggregate results in the end, is within itself an education; it fosters every virtue, teaches self-denial, cultivates the sense of order, trains to forethought, and broadens the mind.

It seems to be a strange commentary upon the laboring world, but it is nevertheless true, that high class and highly paid labor is equally prone to "spend as they go," as are ordinary labor that is poorly paid, and it occurs to me that the individual member of the O. R. C. can spend a few minutes in no more profitable way than to sit down and contrast his earnings with his savings, and see where he is drifting, and if he has not already done so, let him at once make an effort to acquire habits of economy, for economy is the parent of integrity, of independence and of ease. It brings happiness, cheerfulness, comfort and contentment, and without these life is but an empty existence.

J. D. GREGG.

### Fort Worth, Texas.

As I am a gentleman of leisure, and nothing appearing in the CONDUCTOR from the pen of a worthy brother of Division 57, O. R. C., I will break the monotony by a few lines. Division 57 is doing business at the same old stand, Brother Starling, chief conductor, and Brother M. S. Bogert, secretary and treasurer. To O. R. C. brothers who pass through Fort Worth I want to assure you that on regular meeting days of Division 57 you can come with the positive assurance of a meeting and finding some of the finest men that the Order can produce. Division 57 does like to have brothers visit the Division, and I want to tell you that we have a regular time-table giving dates of our regular meetings, and if you contemplate a visit to Fort Worth or passing through, drop a line to Brother M. S. Bogert and inclose a stamp. He will gladly send you a time card. I say that on my own responsibility.

S. R. PROUD.

### El Reno, Okla.

In reading the CONDUCTOR I find it is very seldom that we see anything from Division 257, and as we have one of the busiest Divisions on the Rock Island System, I think some one should drop a few lines to let other Divisions know that we are alive and doing business in a business manner. We had a fine meeting September 19; several points were brought up and argued strong, both pro and con, but in order to reach a decision we referred to the Constitution and Statutes, also to our working agreement with the C., R. I. & P.

This is what it takes to make a live Division and get every one interested; this is what Division 257 has been doing and we are reaping results by so doing.

Brother Stephens, our general chairman, was with us a few weeks ago and while in our territory settled several claims under dispute. Brother Stephens is there with the goods.

Division 257 has learned to get everything up in proper shape and then turn over to Brother H. S. Cherry, and if he is not successful, turns the case over to Brother Stephens. Where there is no system there are no results. Let us all get our shoulders to the wheel and push the good cause along, for by so doing we will be successful not only with our Order but for the railroad company for which we work.

We have only nine chain gang crews working on 208 miles of main line track and they are not very busy. H. O. G.

### Alexandria, Va.

I noticed in the last issue of the CONDUCTOR a communication from a member of Congaree Division 323, of Columbia, S. C., which contains the remarkably uncharitable assertion that when a member of the Order of Railway Conductors violated his obligation, either by the excessive use, or sale, of intoxicating liquors, he ought to be expelled, and should be Maranatha and Anathema, to all O. R. C. men. Truly we are complex beings. Man is a Dichotomy and a trichotomy capable of many and various analyses. The best of us are nothing more or less than a conglomeration of inconsistencies. Selfishness seems to dominate our lives. I will concede that if a man persists in wrong doing and by his wrong doing brings himself into disrepute and reproach upon the organization, he ought to be disciplined, and every effort made to bring about a reformation of life and character. And if he still persists in his conduct of life, then he ought to be deprived of affiliation with the organization.

But to make the broad assertion that because a brother has violated the letter of the law that he ought to be forever socially and fraternally ostracized is very uncharitable, to say the least of it, from a member of a fraternal organization whose cardinal principles are "Fidelity, Justice and Charity," and the greatest of these is charity. The apostle tells us that though we speak with the tongues of angels and men, and understand all mysteries and have faith so that we could remove mountains, and though we bestow all of our goods to feed the poor and give our bodies to be burned, and have not charity, we are as sounding brass or tinkling cymbals, and it all profiteth us nothing.

Charity suffereth long, and is kind; it

envieth not, vaunteth not itself, is not puffed up, seeketh not her own, hopeth and endureth all things, for God commendeth His love to us; that while we were yet sinners Christ died for us. If we are fully endowed with the heaven-born principles of Fidelity, Justice and Charity, we will throw over our erring brother the broad mantle of charity, for if we are unrelenting and unforgiving, uncharitable and exacting in our acts and relations to our brothers, we are more guilty than they are of a violation of the sacred obligation. He has violated the letter of the law, and we have violated the spirit. It is our duty to use all of our influence to reform an erring brother and to restore him to self-respect and manhood again, and bring him into our confidence and love and esteem, and by act and word let him know that we feel an interest in him, and that we love and respect him, and thereby encourage him to live right and respect himself. We should not, simply because he has done wrong, treat him as a "heathen and a publican," for are we not violating our obligations when we desert a brother in trouble? When he is down is not our part that of the good Samaritan, to lift him up and get him on his feet again? For when we are selfish and exacting in our relation and intercourse with our fellow-man, oftentimes maligning and slandering one another, and continually parading their faults and mistakes of life, ignoring as we do oftentimes the many good traits of character and simply taking cognizance of and advertising the bad one, are we loyal to our organization, to our membership and ourselves when we do these things? "Let him that is without sin cast the first stone." Have we ever thought of the fact that if God, in His dealings with us, was to treat us as we treat one another, what would become of us? Wouldn't we all be consigned to that place where mercy is a stranger and hope could never enter for our relief, but that His long suffering and forbearance toward us in His dealings with us is manifest? It is tempered with mercy and forgiveness, for He is ever saying to us, "Come, let us reason together, though your sins be as scarlet they shall be whiter than snow, and though they be red like crimson they shall be whiter than wool." If God thus reasons with us and in love and mercy deals with us, ought we not to have compassion on our erring brother, or should we, as suggested by the brother of the land of "Palmettoes," take him by the throat and bind him hand and foot and cast him beyond the pale of reclamation or repentance, and forever doom him to fraternal and social ostracism? In order to do this we would have to trample under foot the better feelings and instincts of our nature and ignore the Golden Rule, which would have us do unto others as we would

have others do unto us. If we would live and practice this principle in our lives we would all be better men, and be the means of making others better, for "Man's inhumanity to man causes more people to mourn than all the other evils combined," says the Scottish bard; and no one ever uttered a greater truth, for it is our selfishness, greed and inhumanity to our fellow man that is robbing our organization of all of its fraternalism, and estranging us one from another, destroying that oneness of mind and purpose which is so essential to harmony, which is the great bulwark and strength of our organization. Indeed the test of our fealty and loyalty seems to depend largely, if not entirely, upon our own selfish interests, forgetting that we are our brother's keeper, and that no man liveth unto himself. Ought we not then to cultivate a spirit of charity and forgiveness? "Lord, how often shall a man forgive his brother who offends, till seven times seven?" "I say unto you, not till seven times seven, but till seventy times seven." We were taught at our mother's knee to lisp the Lord's prayer, and say, "Forgive us our trespasses as we forgive those who trespass against us." We have no right to expect forgiveness unless we meet the conditions, which is a forgiving spirit. I never see a man wallowing in the gutter that I don't feel compassion for him, for it might be you or I, but for religious and moral influences and peculiar environment and the saving grace of God. So let us be thankful and give the glory and excellency to God and not to the sinful one.

The Pharisee prayed in the public places and enlarged their phylacteries that they might be heard and seen of men, and thanked God that they were not as other men were; they were not extortioners, murderers or adulterers or selfish or uncharitable. They prayed three times a day, fasted twice a week and gave tithes of all they possessed. They were not like the poor publican, a despised sinner. We are told that the publican on the contrary felt his unworthiness and would not so much as lift his eyes heavenward, but smote upon his breast and said, "Lord, be merciful unto me, a sinner!" And we are told he went away justified rather than the other one. So let us awake to a sense of our personal and moral responsibility along these lines of conduct of life and have more confidence in our fellow man. The Son of God had confidence in man; he had confidence enough in him to die for him, and if I were asked to write the life of our blessed Master while on earth, I would write it in these words: "He went about doing good." So let us imitate his noble example and throw the influences of our life on the side of right and of charity as well as of jus-

tice, that the world may be made better for us having lived in it.

Spasmodically, periodically and biennially we become imbued with the spirit of brotherly love and are affected or possessed for the time with a sort of an ignis fatuus, will o' the wisp with an inward inexpressibleness and an outward alloverishness to protect the interest of our dear brothers, but alas! it is only ephemeral, and when we return to our homes and take up the daily routine of every day life, it becomes a phantom and a delusion and disappears like frost before a summer sun. So let us stop this rainbow chasing and live no longer in types and shadows, but take and live the bread of real life. More anon.

"THE MAN FROM VIRGINIA."

### New York City, N. Y.

*To the Officers, Members of the Pension Committee, and Members of the Order of Railway Conductors:*

There has been considerable discussion among the members of our Order in the matter of establishing a pension department for the purpose of providing funds and pensioning our superannuated members, and it seems to be the consensus of opinion that such a policy should be inaugurated; and the main question seems to be how it should be established on an equitable and business basis. For myself, I think such a policy ought to and should be applied, and as soon as possible. Of course it is largely guess work for the ordinary layman to even approximate the cost of operating and maintaining a bureau for this purpose, and I would therefore suggest to the officers, committee and brothers, an elastic plan for revenue, viz.: We are all familiar with the fact that we are now accumulating a surplus in the Mutual Benefit Department which is now nearing the million-dollar mark. I would suggest that when that point is reached that assessments be continued as before and both the assessments and the interest on the surplus fund be applied for the purpose of a pension bureau, attached to the Mutual Benefit Department, and for the payment of pensions to the members of the Order who are over the age of 65 years. The amount of the pension to be paid to the individual to be determined by the committee and its actuary, and in case the fund should not prove sufficient, the oldest men to be paid first. In this way no extra burden would be placed on the members and there would certainly be funds enough to pay a reasonable amount to each man in the Order who has reached the age of 65, enough at least to keep him from actual want for his remaining days. This seems to me to be an entirely feasible plan and I would like to have it commented on.

E. CHAMBERLIN.

# Legal

## Legal Decisions of Interest to Railroad Men.

Prepared for THE RAILWAY CONDUCTOR by COLIN P. CAMPBELL, Grand Rapids, Mich.

### *Construction of the Federal Safety Appliance Act—Liability of Railroad Company.*

The district judge charged the jury as follows:

"This is a civil action, gentlemen of the jury, brought by the United States, as plaintiff, against the Southern Railway Company, as defendant, wherein the plaintiff seeks to recover of the defendant certain penalties alleged to be due on the ground that the defendant has violated the provisions of an act of Congress. The act I refer to is a statute passed by the Congress of the United States (Act March 2, 1893, c. 196, 27 Stat. 531 [U. S. Comp. St. 1901, p. 3174]) requiring railroad companies operating interstate lines or engaged in what is commonly called interstate commerce to provide certain equipment for cars used by such railroad companies in their business, such equipment coming under the general head of safety appliances. One of the requirements under the provisions of the statute is that upon each car used in interstate traffic by such railroad companies as come within the scope of the law there shall be provided an automatic coupler; that is, a coupler which is so contrived as to effect a coupling and an uncoupling without requiring the employe of the carrier to go between the cars for that purpose. And a further requirement is that this coupler have attached to it a lever consisting of an iron rod extending out near enough to the end or side of the car that in order to uncouple the cars the employe can take hold of the lever and raise the pin so as to bring about a dissolution of the coupling—that is, a separation of the cars—without going between the cars for that purpose. This act has been made to apply not only to cars, but to locomotive engines and to tenders; in other words, to all carriages, cars and rolling stock that are used on the railroads upon which a coupler is required in order to attach it to a train or to another car. The courts have construed this act as originally passed and the amendment thereto to apply to all cars and locomotives, tenders, etc., as I have stated.

"In addition to the requirement in regard to the coupler, the act says further that:

"From and after the first of July, 1895, until otherwise ordered by the Interstate Commerce Commission, it shall be unlawful for any railroad company to use any car in interstate commerce that is not provided with secure grab-irons or handholds in the ends and sides of each car for greater

security to men in coupling and uncoupling cars."

"It is therefore a requirement by the terms of the statute that upon the ends and sides of the car there shall be these grab-irons or handholds which you have heard described here, and this requirement is also imperative.

"Now, gentlemen, that is the law as the court understands it, so far as it is necessary to explain it to you in this case.

"The court charges you that the question of reasonable diligence on the part of the interstate railroad companies or carriers does not enter into this controversy. The law, according to the construction which has been placed upon it by the courts of the land, imposes upon the carrier these duties which are said to be absolute, and this court so interprets this law. The hauling or using, therefore, on the part of a carrier engaged in interstate commerce, of any cars, tenders, locomotives, or other rolling stock used in carrying on interstate commerce, which are not equipped with this coupling I have described, or where this coupling apparatus is in a state of unrepair rendering it inoperative, is a violation of the law. And it is also a violation of the statute to fail to have the handholds or grab-irons which have been described to you upon the ends and sides of the car, and to maintain them there in proper repair.

"Therefore, gentlemen, the question—the first question you are called upon to determine, and afterwards to apply to each one of the issues which you will take under consideration—is whether these engines with tenders, or either one of them, or whether these cars, described by the witnesses, or either one of them, was in use by the Southern Railway in its business as a carrier of interstate commerce; that is, traffic, articles of freight, or commerce between the states. It is admitted that the defendant, the Southern Railway Company, is an interstate carrier; in other words, that it is a railroad company engaged in operating a system of railways and conducting an interstate business by carrying freight and passengers from one state to another. As the court has said to you, this law makes the duty of this railroad company, the defendant in this case, being an interstate carrier, absolute in respect to the requirements for couplers and handholds before described. As I have said, the fact that the railroad company had used reasonable care or diligence to provide either the

couplers or the handholds, or to repair either, if such was needed, would not be a defense to this action, provided the car upon which the equipment was required was in use, and the equipment had not been provided, or, having been provided, was out of repair so as to unfit it for its intended use. If a car, a locomotive, or tender in use as before stated fails to have the coupling apparatus not only attached, but in working condition as intended, that is, self operating and coupling without the necessity of the employe going between the cars for that purpose; if it is not provided with the lever, by the use of which the employe, when it becomes necessary, can uncouple the cars without going between them; if it is without the handholds or grabirons, as before stated, if the railroad company does not have either one of these or all of them on the cars which require them, or if all are out of repair, or either one is out of repair for use as contemplated, and if such car, locomotive, or tender is in use upon the road, either loaded or unloaded, in connection with the operation of an interstate commerce train, such condition constitutes a violation of the law and renders the railroad company liable.

"I can possibly be a little more explicit, especially in regard to the coupler. This apparatus must be complete and in working order on each car, to the end that the coupling will be made automatically when the cars are brought together, and the lever must be there and the coupler in condition that the employe may make the uncoupling either from the one car or the other without going between them. In other words, the Federal safety appliance act requires that each coupler must be operative of its own mechanism irrespective of the condition of the appliances or other or adjacent cars. The statute we are considering is remedial in its character, enacted for the better protection of railroad employes and travelers by rail, and it should be construed by the courts, so far as its terms will admit, so as to carry out fully the intention of Congress. If an unloaded car is being used and hauled in a train with other cars carrying interstate commerce, the law says that this car, though empty, comes within the provisions of the statute and must be equipped and kept in repair in respect to the couplers and the handholds to the same extent as if it contained a load. It is just as dangerous to couple and uncouple empty cars as to handle loaded cars. As I told you a while ago, an essential element of the case, a necessary basis of liability, is

that the car or engine or tender must be in use. Of course, if it is standing upon the side track not being used, then, as I said before, there is no violation. Or if it is in the repair shop, carried there for repairs and found in this condition, then the law would not apply.

"Now, gentlemen, with these general propositions of law, I instruct you further that this is a civil action, brought to recover a penalty; not an action for damages for an injury which some one has sustained by reason of an alleged defect in the machinery or equipment in use by defendant on its railroad, but a suit brought by the United States against this railroad company to recover a penalty as a punishment for an alleged failure to comply with the provisions of this statute. Although the recovery is a punishment, because it is a penalty which requires the carrier to pay money on account of its failure to comply with the law, and to pay it not to an individual or to a number of individuals, but to the government, yet it is a civil action, and it differs from a criminal action in respect to the quantum of proof required to authorize the jury to return a verdict in favor of the plaintiff. In a criminal action, that is, if this were an indictment, the prosecution would be required by sufficient testimony to convince your minds beyond a reasonable doubt before you would be warranted in returning a verdict of guilty; but such is not the rule in this action. In this case it being, as stated, a civil action, the law says that the plaintiff, to establish the allegations of the complaint, is required to produce a preponderance of evidence; in other words, the burden is upon the plaintiff to present to the jury facts and circumstances tending to sustain the contentions which outweigh, when put together, the testimony to the contrary. It is the duty of the jury to consider the testimony pro and con upon each one of the issues, and determine whether the preponderance is in favor of the plaintiff. As illustrating what constitutes the weight of evidence, it may be said that the jury should put the testimony of the plaintiff on the one side of the balance and the testimony of the defendant on the other side, and, in order to authorize the jury to return a verdict for the United States upon any one or more of the issues, the evidence in favor of the issue must outweigh the evidence against it; that is, it must tip the scales."

United States v. Southern Railway Co.,  
170 Fed. Rep. 1014.



# Forum of Train Rules

Edited by Geo. E. Collingwood.

Differences of opinion as to wording and meaning of train rules and orders have always existed. This Department is edited by a practical train dispatcher of wide experience, and a student of the subject. No member should, however, permit any opinion expressed in these columns to influence him to depart from the rules or established customs of the road on which he is employed.

## Notice.

In submitting questions to this department the editor requests that whenever possible the letters of the alphabet be used in their regular order to designate stations as they follow in sequence, as the situation is much more easily understood by our readers than when station names are used.

### Kalamazoo, Mich.

Please give your understanding of the following order:

"Work extra 810 has right over all trains between A and H, 8 a. m. until 12:30 p. m." No. 85 arrives at H and finds work extra 810 in to clear. Can No. 85 proceed?

F. M. A.

ANSWER—A strict interpretation of the order quoted forbids any train entering the limits until 12:30 p. m., unless they hold orders to meet or run ahead of the work extra. The fact that work extra 810 is in to clear when No. 85 arrives there is not sufficient to permit No. 85 to proceed ahead of the work extra, as the order gives the work extra exclusive right to the territory. Rule 86 requires that an inferior train clear the time of a superior train in the same direction not less than five minutes, and as the work extra has no schedule time but is under the rules a superior train, No. 85 must keep out of their limits entirely. Rule 86 refers to an inferior train whether inferior by time-table or by right. Rule 71 makes it plain that a train may be superior to another by right, class, or by direction, right being conferred by train order and class and direction by time-table.

### Memphis, Tenn.

I would thank you for your views on the following question:

"A regular train leaving A eleven hours and fifty minutes late arrives at B under

flag protection twelve hours and five minutes late. This train has two hours dead time at B. Can it leave B on its schedule rights? The rules say schedules are in effect for twelve hours after the leaving time at each station, and further states that trains twelve hours late on either their arriving or leaving time lose all right."

A. C.

ANSWER—No, unless authorized by train order. In such a case the train dispatcher has the right to issue a regular train order to the train, directing them to reassume the schedule which they lost by becoming twelve hours late, but they cannot assume such schedule after having once lost it, without a train order to do so. A train arriving at a station less than twelve hours late on its schedule arriving time, does not lose its right. It has fulfilled that part of its schedule after which the leaving time only at that station need be taken into consideration, and if such train can depart within any time less than twelve hours late on its leaving time, it has, under rule 82, the right to proceed. Should a train at any point fail to make schedule within the twelve-hour limit, it cannot thereafter resume its schedule without train order, even though it overtakes it.

### Denver, Colo.

Please give your opinion on the following order:

"Eng. 7 will run extra A to Z. Eng. 8 will run extra Z to A. Extra 7 will wait at H until 3:30 p. m. for extra 8 west."

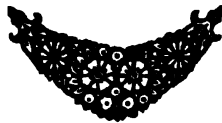
Our time-table provides that east-bound trains are superior to trains of the same class in the opposite direction. How would extra 7 be governed at the expiration of the time at H in case extra 8 west had not arrived? Who would be responsible for an accident under the order? Is it a proper

order? How would extra 7 be affected between H and Z? P. M., Drv. 44.

**ANSWER**—The fact that east-bound trains are superior to trains of the same class in the opposite direction has nothing to do with an extra train except that at a meeting point the extra train moving in the inferior time-table direction will take the siding when they meet another extra train, but no superiority attaches to an extra train which is moving east on account of this time-table rule. For the above reason the order under consideration is improper, as it does not provide protection between the two extras after 3:30 p. m., and, as a matter of fact, it does not even provide protection, under the rules, before that time in case extra 8 should pass H before that time. I speak of this simply under the rules for the reason that the order is improper and affords really no protection at all and should never be used under such circumstances. Of course it may work out all right in case the trainmen understand the rules better than the train dispatcher, for they will know what the dispatcher in-

tended to do and will protect the movement. That is, extra 8 would keep clear after 3:30 p. m. until extra 7 passed.

An order between two opposing extra trains should be either a meet order or a right of track order and never a wait order unless the train which is to wait has been made superior to the other extra before the wait order is given. An extra train is governed with respect to other extra trains simply by the orders which they hold. An order that an extra train will wait for them at some point does not require them, under the rules, to get clear after that time expires, nor does it, under the rules, prevent them from going a station or more farther than the station in the order, for one extra is not superior to another extra unless made so by train order. Remember, I say under the rules, but should a case as above actually come up as they have many times, extra 8 should keep clear of the main track after 3:30 p. m. and should not attempt to go beyond H for extra 7, and then the matter should be reported to the proper officer, as the order is improper.




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The Fourth Edition of "Questions and Answers" by G. E. Collingwood, is the best publication on the subject in existence. It has been enlarged and greatly improved. Contains all *American Railway Association Rulings, Standard Code of Train Rules for Single and Double Track, Diagrams of Hand and Train Signals*, and all *Questions used in Examinations with their Correct Answers*. Makes Examinations easy. *Order Today.*

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TRAIN DISPATCHERS' BULLETIN, - - Toledo, Ohio.

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# Official Changes

T. M. Connors has been appointed superintendent of the Hocking Valley, vice H. B. Speaks.

W. N. King has been appointed trainmaster of the Missouri, Kansas & Texas, with office at Greenville, Tex.

A. G. Whittington has been appointed superintendent of the Fort Worth division of the International & Great Northern at Mart.

Fred Grundler has been appointed trainmaster of the Kankakee division of the Chicago, Indiana & Southern, with office at Kankakee, Ill.

Edward Kahoe has been appointed superintendent of the Dayton, Lebanon & Cincinnati, with office at Lebanon, Ohio, succeeding L. N. Oswald, resigned.

M. L. Ellis, chief dispatcher and division operator of the Chicago, Rock Island & Pacific, with office at Goodland, Kan., has been appointed assistant trainmaster, with office at Limon, Colo. J. S. Jones succeeds Mr. Ellis.

H. A. Gausewitz, superintendent of the Fort Worth & Denver City at Childress, Tex., has been appointed general superintendent, with office at Fort Worth, Tex., succeeding G. F. Cotter, resigned to engage in other business.

H. Sheaver, secretary to the general superintendent of the Michigan Central at Detroit, Mich., has been promoted to superintendent, with office at St. Thomas, Ont., succeeding H. H. Adams, resigned to go to the Toronto, Hamilton & Buffalo.

H. W. Clarke, recently assistant general manager of the International & Great Northern, has been appointed general manager of the Denver & Rio Grande, with office at Denver, Colo., succeeding to the office formerly held by A. C. Ridgway.

Benjamin R. Pollock, superintendent of the Midland division of the New York, New Haven & Hartford, with office at Hartford, Conn., has been appointed general superintendent, with office at New Haven, Conn., succeeding W. G. Bierd, resigned.

W. B. Foster, division superintendent of the Chicago, Milwaukee & St. Paul railroad at Marion, Ia., was appointed division superintendent of the Chicago, Milwaukee & Puget Sound railroad, with headquarters at Tacoma. He succeeds P. C. Hart, recently promoted to be general superintendent of the Chicago, Milwaukee & Puget Sound.

P. G. Williams has been appointed trainmaster of the Chicago, Milwaukee & Gary, with office at Rockford, Ill.

T. W. Parsons has been appointed trainmaster of the Atlanta and Birmingham division of the Seaboard Air Line, with office at Birmingham, Ala., vice H. M. Waite.

A. W. Honywill has been promoted from assistant to superintendent of the Middle division of the New York, New Haven & Hartford, and I. Wickham from chief train dispatcher to trainmaster.

C. D. Rodgers has been appointed general manager of the Williamsville, Greenville & St. Louis, and E. R. Locke has been appointed assistant general manager, both with office at Greenville, Mo.

W. G. Bierd, recently general superintendent of the New York, New Haven & Hartford, has been appointed general manager of the Minneapolis & St. Louis and the Iowa Central, with office at Minneapolis, Minn.

H. H. Adams, superintendent of the Michigan Central at St. Thomas, Ont., has been appointed general superintendent of the Toronto, Hamilton & Buffalo, with office at Hamilton, Ont., succeeding E. Fisher, retired.

The office of general superintendent on the Chicago, Indiana & Southern and the Indiana Harbor Belt has been abolished, and all business of that office will hereafter be handled by C. W. Hotchkiss, general manager, with office at La Salle street station, Chicago.

C. F. Hopkins has been appointed assistant superintendent of the St. Louis & San Francisco, with office at Fort Scott, Kan., succeeding S. H. Charles, promoted. He will have jurisdiction over the Afton and Parsons districts.

Page Harris, superintendent of the Eastern division of the Texas & Pacific at Marshall, Tex., has been appointed general superintendent of the Louisiana division, with office at New Orleans, La., succeeding J. B. Paul, resigned. H. A. Brown, chief dispatcher at Marshall, succeeds Mr. Harris.

C. E. McMullen, assistant superintendent of the Lake Superior division of the Northern Pacific, also in charge of the Duluth union station, has been appointed superintendent of the Seattle Terminal division, with office at Seattle, Wash. K. M. Nicoles, trainmaster at Duluth, Minn., succeeds Mr. McMullen, with office at Duluth.

T. F. Sharp has been appointed assistant superintendent of the Victoria division of the Galveston, Harrisburg & San Antonio, with office at Victoria, Tex., succeeding E. J. Nichols, resigned.

O. E. Maer, superintendent of the Wichita Valley at Wichita Falls, Tex., has been appointed superintendent of the Fort Worth & Denver City, with office at Childress, Tex., succeeding H. A. Gausewitz, promoted. R. G. Fitzpatrick, trainmaster of the Fort Worth & Denver City at Childress, succeeds Mr. Maer, and J. T. Grove succeeds R. G. Fitzpatrick.

J. H. Taylor has been appointed general superintendent of the Central district of the Great Northern, with office at Minot, N. D., vice R. W. Bryan, deceased; F. S. Elliott, superintendent of the Lake district, with office at Superior, Wis., vice J. H. Taylor, promoted; F. D. Kelsey, superintendent of the Dakota division, with office at Grand Forks, N. D., vice F. S. Elliott, transferred.

David L. Bush, general superintendent of the Chicago, Milwaukee & St. Paul at Chicago, has been appointed general manager, with office at Chicago, succeeding W. J. Underwood, resigned. H. B. Earling, general superintendent of the Chicago, Milwaukee & Puget Sound, at Butte, Mont., has been appointed also general superintendent of the Chicago, Milwaukee & St. Paul, with office at Chicago, succeeding Mr. Bush.

The jurisdiction of F. C. Letts as trainmaster for the Wyoming division of the Union Pacific, has been reduced by the creation of a new trainmaster's district between Laramie and Cheyenne, Mr. Letts now having jurisdiction over the Laramie yards and between Laramie and Rawlins, a distance of 118 miles. The new district is known as the fifth, and A. M. Umshler of Cheyenne was appointed trainmaster. The old territory was larger than one man could cover.

George H. Saunders, trainmaster of the Oklahoma division of the Santa Fe at Arkansas City, has been promoted assistant superintendent of the same division, with headquarters at Arkansas City. This is a new position. W. W. Drake, night chief dispatcher at Chillicothe, Ill., has been appointed trainmaster to succeed Mr. Saunders at Arkansas City. Another appointment which is announced is that of T. Cunningham to be trainmaster of the Southern Kansas division at Chanute. This is a newly created position, the duties of the trainmaster on this division having been previously handled by the assistant superintendent.

S. H. Charles, assistant superintendent of the St. Louis & San Francisco at Fort Scott, Kan., has been appointed acting superintendent of the Southeastern division, with office at Birmingham, Ala., succeeding J. G. Lorton, granted leave of absence.

A. A. Tisdale, assistant to the vice-president and general manager of the Grand Trunk Pacific at Montreal, Que., has been appointed superintendent of the 450 miles of the National Transcontinental between Winnipeg, Man., and Fort William, Ont., with charge of terminals at Fort William and office at the same place.

W. H. Romoser, trainmaster of the Petoskey division and branches of the Pere Marquette, with office at Traverse City, Mich., has been appointed trainmaster of the Chicago, LaCrosse, Big Rapids and Muskegon divisions and branches, with office at Grand Rapids, Mich., succeeding M. J. Griffin, resigned to go to another company. W. W. Drew succeeds Mr. Romoser, with office at Traverse City.

B. F. Van Vliet, superintendent of the River, Chippewa Valley and Wabasha divisions of the Chicago, Milwaukee & St. Paul at Minneapolis, Minn., has been appointed superintendent of the Chicago & Council Bluffs division in Iowa, with office at Marion, Iowa, succeeding W. B. Foster, promoted. F. H. Myers, superintendent of the Prairie du Chien and Mineral Point divisions at Milwaukee, Wis., succeeds Mr. Van Vliet, and J. W. Taylor succeeds Mr. Myers.

R. M. Leech, superintendent of the San Luis Potosi division of the National Railways of Mexico, has been appointed superintendent of both the Mexico and the Queretaro divisions, including all branches, with office in Mexico City, succeeding A. B. Newell, superintendent of the Mexico division, resigned to become president of the Tennessee Central; also succeeding E. W. Bowmans, superintendent of the Queretaro division, transferred to the San Luis Potosi division, with office at San Luis Potosi.

W. J. McKee, general superintendent of the Missouri Pacific and the St. Louis, Iron Mountain & Southern at Little Rock, Ark., has been transferred to Kansas City, Mo., succeeding E. A. Gould, resigned to accept service with another company. M. M. Richey, superintendent of the Arkansas division at Little Rock, succeeds Mr. McKee. J. F. Murphy, superintendent of the Central division at Van Buren, Ark., succeeds Mr. Richey, and C. B. Wildman, trainmaster at Van Buren, succeeds Mr. Murphy.

# Mentions

Brothers—When writing to the CONDUCTOR, or, in fact, to any department, be sure to give your DIVISION NUMBER and STATE. You have no idea what an amount of work it will save us, and it is such a little thing for you to do.—Ed.

Any one knowing the present whereabouts of W. P. Quigley, last heard of in Indianapolis and Cincinnati in 1904, will confer a great favor by advising Brother H. N. Reid, 506 E. 10th St., Sedalia, Mo.

We are glad to note the appointment of Brother Fred Grundler, of Division 118, to the position of trainmaster of the Kankakee division of the Chicago, Indiana & Southern, at Kankakee, Ill., and trust that his preferment may prove to be a stepping stone to something better.

Brother E. A. Curtin, Parsons, Kansas, has had his pocketbook stolen containing a sum of money, Division card 21151, and service letters issued by the Illinois Central and Chicago, Lake Shore & South Bend railroads. If either the card or letters are presented, they should be taken up and returned to the grand secretary, who will see that they are returned to the owner.

The tenth annual meeting of the National Civic Federation will be held in New York November 22 and 23. Among the subjects to be considered is "Industrial Insurance," including "Employees' Sick and Death Funds," "Compensation in Case of Accident," "Employers' Liability" and "Old Age Pensions"—both governmental and private. The members of the several state commissions now working on this problem are expected to be present.

560—TENNESSEE, Knoxville, Tenn., 2d & 4th Sun., 1:30 p. m., French & Roberts Bldg., Gay and Depot Sts.  
R. W. Arnold, 1930 Yale Ave.....C  
H. M. Cole, L. & N. Passenger Sta.....S

Organized October 17 by Vice-President T. A. Gregg, with thirty-seven charter members.

561—HUGUENOT, New Rochelle, N. Y., 2d & 4th Sun., 2 p. m., Banks Bldg., Huguenot & Bridge Sts.  
J. W. Keeton, 38 Gold St., Hawthorne, Conn. ....C  
F. A. Shutes, New Canaan, Conn.....S

Organized September 26, 1909, with thirty-one charter members, by Deputy President J. Wall.

Remittance slips bearing changes of address for the M. B. D. will not apply to address for THE RAILWAY CONDUCTOR unless so specified by letter accompanying. *Always give your Division Number* when writing to THE RAILWAY CONDUCTOR.

Brother Thos. L. Malloy, 1 Calhoun St., Charleston, S. C., is desirous of learning the present address of B. H. Warnock, at one time employed on the A., B. & O.

Lost or Stolen—Receipt case and receipts belonging to Brother J. P. Clancy, 353 Brussels St., St. Marys, Pa. The finder or the one to whom presented will confer a favor by returning them to Brother Clancy.

We are glad to learn that Brother W. W. Drew, of Division 102, has been appointed trainmaster of the Northern division of the Pere Marquette, with office at Traverse City, Mich. THE RAILWAY CONDUCTOR joins Division 102 in wishing Brother Drew a full measure of success, and hearty congratulations upon his promotion.

Easton Division 147 celebrated its twenty-fifth anniversary on September 26. The meeting was well attended, not only by their own members, but by visiting members; a class of five were duly initiated, and all who were present expressed themselves as having enjoyed the event. The Division will continue with renewed life, stronger numerically and financially, than at any time since its organization.

The Sacramento Bee, of August 25, published these two paragraphs:

"For the purpose of 'advancing the welfare and promoting happiness' the Japanese expressmen of Sacramento have banded together and under the firm name of the Sacramento Transfer Company, today filed articles of incorporation with the country clerk. Further than that the company proposes 'to cultivate sociability and friendly relations among the members.' The capital stock of the corporation is given at \$2,000.

"Another corporation similar to that of the expressmen was launched today under the title of the Japanese Barbers' Association. No capital stock is held by the corporation, the purpose of which is 'to promote the welfare, to secure justice, to advance the interests, and to guarantee the privileges of each member of the association.'"

### A Veteran Correspondent

Few among the thousands who enjoy the youthful vim and enthusiasm of Walter Wellman's special dispatches in *The Chicago Record-Herald* are aware that with the present year Mr. Wellman will round out a quarter of a century as a Washington correspondent. *The Record-Herald* always has been noted for the brilliance of its special correspondents, but Mr. Wellman's career reaches far back of the consolidation which gave the paper its present name.

Walter Wellman was born in Mentor, Ohio, in 1858. At the age of 14 he began his newspaper experience by founding a weekly paper in Sutton, Neb. In the next dozen years he was laying the foundations for the success of later years. In 1884, when he was still a young man of 26, he was intrusted with the responsible post of Washington correspondent of the *Chicago Herald*, a position which, through all his polar quests and various changes in the paper itself, he has held with undiminished honor to the present day. In that quarter of a century he has won a national reputation as a magnetic and forceful writer, a shrewd political prophet, a genius at news-getting and a daring explorer.

In 1892 Mr. Wellman visited the West Indies for his paper and located the spot where Columbus landed, marking it with a stone monument. In 1894 he made his first dash for the pole, reaching the latitude of eighty-one degrees northeast of Spitzbergen. In 1898 he tried it again, penetrating as far as Franz Josef Land and mapping many islands that had never before been explored. Two years ago he made a daring attempt to cross the arctic ice fields in an airship. Mr. Wellman has not yet reached the pole, and perhaps he never will, but he has given abundant proof of his courage and perseverance. His chief laurels, however, have been won by his years of splendid work as a Washington correspondent.

The October number of *Safety*, the monthly bulletin of the New York Museum of Safety and Sanitation, contains a statement by Hon. Cyrus W. Phillips, chairman of the committee on the Causes of Industrial Accidents, appointed by the legislature of the state of New York, 1909, advocating an appropriation for the Museum. Mrs. Mary Baker G. Eddy tells why she sends a contribution of \$5,000 to the Museum. The mayor of Amsterdam states that a bill will be introduced in the Dutch Parliament this autumn for the appropriation of a considerable sum for a Safety Museum in Holland. An announcement is made of the Seaman Prize of 2,500 kroner for the best essay on military hygiene.

### Harriman as a Railroad Man

The system by which Mr. Harriman was real manager of his own roads was unique. "Master of detail" is a term often applied to him, but it is incorrect. With the operation of his lines as they stood on any given day he did not bother, and he could not. But he had his say in advance of every change, even the smallest.

The vice-president and the general manager of any of his big "operating divisions" ran their 3000 miles or so subject to no meddling or interference. But suppose they wanted a tiny station at a country point, or a few hundred feet of side track. They reported to Mr. Kruttschnitt at Chicago, the director of maintenance and operation for the whole system. If he approved, the plan got to New York and to Mr. Harriman. By furious intensity he mastered whole stacks of such type-written sheets every day. "The reports which came to me," he is quoted as saying, "mean a volume to some fellow, a chapter to his superior, a few pages to Kruttschnitt, and when it finally comes to me you could write the whole of it on the surface of a silver dollar."

One of these reports from the director of maintenance recommended the use of electric block signals, which stood up well under an investigation. They say that Mr. Harriman summed it up like this: "Without electric block signals it is impossible to move trains closer together than forty-five minutes. With the electric block signals we can move trains ten minutes apart. That will give us more use of our tracks, permit the handling of a greater volume of freight and passengers without additional expense for main line, and also increase the safety of both passengers and freight."

With no more trial, he wired Kruttschnitt to put electric block signals on 1000 miles of Union Pacific lines—today one-third of the total railroad mileage in the United States is so equipped.

Through this system of scrutinizing every addition or change Mr. Harriman knew what he was president of, to a degree unparalleled so far, and not likely ever to be.—From "Harriman the Absolute," by Robert S. Lanier, in the *American Review of Reviews* for October.

"How did the Queen of Sheba travel when she went to see Solomon?" asked a Sunday school teacher. No one ventured to answer. "Could she have gone by the railway?" "Yes'm," said a little girl. "Indeed! Well, we would like to know how you found this out?" "In the second verse," responded the child, "it says she came with a great train."—*Melbourne Australasian*.

## Standards of Success

Probably many Americans who have made colossal fortunes have not been urged by avarice, by the naked desire for gain; rather have they been taken captive by the lure of the game itself, unwilling to draw out so long as they could sit in at the table. Perhaps some of them may be victims of the false reasoning which justifies a belief that as a moderate fortune helps us to enjoy life, a fortune ten times as large will provide ten times as much enjoyment. To argue in this way is to ignore the law of diminishing returns; and it is to commit the grosser blunder of supposing that pleasure can be bought with a price. But we all know that there is no shop where pleasure is sold—at least there is none where the products are guaranteed under the pure food law. Pleasure cannot be purchased, and it cannot even be sought for, with any chance of success in the pursuit. If we go gunning for pleasure, we are certain to come home with an empty bag, as well as with empty pockets, and the man who seeks that kind of sport generally starts out with an empty soul.

The truth is that pleasure is a by-product of work. The man who has something to do that he wants to do intensely and that he is able at last to do, gets pleasure as a fee, as a tip, as an extra allowance. Perhaps the keenest joy in life is to accomplish what you have long sought to do, even if you feel that the result might be a

little better than you have achieved. Possibly the most exquisite gratification comes from the consciousness of a good job well done. The foolish talk about the "curse of labor" is responsible for much of the haste to gain wealth that we may retire into idleness. But if we are honest with ourselves we know that labor is never a curse, that it is ever a blessing. The theory that work in itself is painful, or that it is the duty only of inferiors, is essentially aristocratic and fundamentally feudal; it is hostile to the democratic ideal. Work is what sweetens life and gives delight to all our days. That man is happiest and gets the utmost out of life who is neither poor nor rich, and who is in love with his job, joying in the work that comes to his hands. And that man is truly accursed who is refused the privilege of congenial toil because he has too much money.—Brander Matthews in the *October Forum*.

## Dismaying the Devil

In the window of a little book store in Eighth Avenue, New York, was recently heaped a great pile of Bibles, marked very low—never before were Bibles offered at such a bargain; and above them all, in big letters, was the inscription:

"Satan trembles when he sees  
Bibles sold as low as these."

—*Woman's Home Companion*.

## Notice to Chicago Members and Subscribers

On September 1, 1909, the renumbering of streets became effective according to ordinance passed by the Chicago City Council. In order that we may correct our mailing list and have this publication going through the mail to members and subscribers in

Chicago properly addressed, we ask you to cut out the following form and after answering the questions appearing thereon, to promptly mail it to us. This will also apply to any member or subscriber residing elsewhere whose address has been changed:

If the address on the wrapper of your *CONDUCTOR* is not correct, fill out this coupon, and send it to Editor *Railway Conductor*.

Change Ordered by.....

## THE RAILWAY CONDUCTOR.

## PRESENT ADDRESS

Name..... Division No.....

Box or Street and Number.....

Postoffice..... State.....

## OLD ADDRESS

Postoffice..... State.....

Be Sure and give Old Address and Division Number and State.

Changes received after the 11th of any Month are Too Late for That Issue.

"Standard Train Rule Examination" is the title of a new book just received from the author, G. E. Collingwood, who is so ably editing our Forum of Train Rules in the CONDUCTOR, and who is also the author of Questions and Answers, the pioneer book in explanation of the Standard Code of Train Rules as promulgated by The American Railway Association. The new book is intended for the use of examining officials and all others in any way interested in train movements and who wish to have thorough knowledge of train rules. It is an up-to-date treatise on the Standard Code, contains a complete set of questions and answers to illustrate the standard train rules, and should be in the hands of any conductor as a ready reference. Published by Train Dispatcher's Bulletin, Toledo, Ohio. Price, postpaid: Leather binding, \$2; Cloth, \$1.50; Paper, \$1.

The following Division cards have been either lost or stolen; if presented, please take up and forward to the Grand Secretary:

CARD NO.	WRITTEN FOR	DIV.
16526.....	Sam Dodson.....	55
5998.....	N. T. McKinnon.....	123
2664.....	J. W. Stewart.....	151
3914.....	C. L. Hankins.....	206
18164.....	J. H. Remley.....	208
20476.....	D. M. Marzolf.....	222
12905.....	W. C. Leach.....	231
9610.....	R. S. Ruckler.....	231
21151.....	E. A. Curlin.....	235
16734.....	F. P. Daugherty.....	251
7763.....	T. B. Hanley.....	272
2555.....	B. F. McKinney.....	292
9922.....	L. L. Hatfield.....	300
9989.....	J. A. Shoemaker.....	332
18194.....	G. B. Oder.....	342
23101.....	A. A. Towner.....	378
3869.....	Thos. McGague.....	380
14926.....	A. C. Brown.....	395
9063.....	E. G. Vickery.....	415
13136.....	C. W. Keefe.....	498
20801.....	R. A. Eubank.....	515

### New York the Greatest Center of the White Slave Traffic

George Kibbe Turner, in the November *McClure's* says:

"There are now three principal centers of the so-called white slave trade—that is, the recruiting and sale of young girls of the poorer classes by procurers. The first is the group of cities in Austrian and Russian Poland, headed by Lemberg; the second is Paris; and the third the city of New York. In the past ten years New York has become the leader of the world in this class of enterprise. The men engaged in it there have taken or shipped girls, largely obtained from the tenement districts of New York, to every continent

on the globe; they are now doing business with Central and South America, Africa, and Asia. They are driving all competitors before them in North America. And they have established, directly or indirectly, recruiting systems in every large city of the United States.

The story of the introduction of this European business into New York, under the protection of the Tammany Hall political organization, its extension from there through the United States, and its shipments of women to the four corners of the earth, is a strange one; it would seem incredible if it were not thoroughly substantiated by the records of recent municipal exposures in half a dozen great American cities, by two independent investigations by the United States government during the past year, and by the common knowledge of the people of the East Side tenement district of New York, whose daughters and friends' daughters have been chiefly exploited by it."

## Christmas Book Sale



Let us help you select the books you expect to give for Christmas. Write for our Free Christmas Book Sale Catalog, then sit quietly in your library and pick out the very same books that would cost you from two to six times as

much elsewhere. This big catalog contains the cream of the city shops—books at all prices, from 5 cts. to \$5.00.

### Over a Million Books,

covering 5,274 titles, on sale. Books for the little ones, for father, for mother and for friends, all fully described and illustrated. There are pages of colored books for children, pages of exciting stories for boys and girls. There are 518 beautiful gift books, many of them sumptuously illustrated in colors by Christy, Harrison Fisher and other celebrated artists. Then there are splendid library sets bound in cloth and genuine crushed levant leather, Bibles, etc., all listed at about one-fourth to one-half what you would pay elsewhere for the same books. And if you are not entirely satisfied you can send the book right back and we will promptly refund your money, with all transportation charges.

### "The Doctor," 38 Cents.

Send us 38 cents and we will send you Ralph Connor's newest novel, "The Doctor," never before sold for less than \$1.50. (If you want it shipped by mail add 11 cents for postage.) This gives you an idea of the Christmas book bargains we are offering. Whether you want this book or not, be sure to ask for our FREE CHRISTMAS BOOK SALE CATALOG No. 65618.

Sears, Roebuck and Co.  
Chicago, Ill.



# Mortuary Record

- BERRY—Brother F. W. Berry, Division 1, Chicago, Ill.  
 BERRY—Brother W. R. Berry, Division 386, East St. Louis, Ill.  
 BRADFORD—Brother M. S. Bradford, Division 298, Herington, Kan.  
 CHARLES—Brother W. F. Charles, Division 187, Sunbury, Pa.  
 CADY—Brother C. W. Cady, Division 6, Battle Creek, Mich.  
 CHAMBERLAIN—Brother C. A. Chamberlain, Division 432, Monterey, Mex.  
 DURKEE—Brother J. G. Durkee, Division 253, Ashland, Wis.  
 DOUGLAS—Brother J. B. Douglas, Division 379, Corbin, Ky.  
 ELLENBERGER—Brother J. H. Ellenberger, Division 187, Sunbury, Pa.  
 FAUCETT—Brother H. M. Faucett, Division 264, Raleigh, N. C.  
 FORAN—Brother T. M. Foran, Division 134, Bellevue, Ohio.  
 GIBSON—Brother G. M. Gibson, Division 399, Laredo, Tex.  
 GOODWIN—Brother A. D. Goodwin, Division 82, Madison, Wis.  
 HEATH—Brother J. E. Heath, Division 142, Rawlins, Wyo.  
 HART—Brother F. A. Hart, Division 151, Monett, Mo.  
 HARDMAN—Brother R. L. Hardman, Division 77, Palestine, Tex.  
 LIFF—Brother G. B. Liff, Division 174, No. Paterson, N. J.  
 JONES—Brother G. R. Jones, Division 302, Lafayette, Ind.  
 JONES—Brother T. E. Jones, Division 194, Brookfield, Mo.  
 LAWTON—Brother W. J. Lawton, Division 457, Atlanta, Ga.  
 MARTIN—Brother W. J. Martin, Division 186, Birmingham, Ala.  
 MARKLE—Brother M. L. Markle, Division 173, Memphis, Tenn.  
 MURRAY—Brother M. Murray, Division 42, Trenton, Mo.  
 MAYE—Brother W. H. Mays, Division 114, Pittsburg, Pa.  
 MIDDLEMISS—Brother W. H. Middlemiss, Division 91, Portland, Ore.  
 MABIE—Brother E. S. Mabie, Division 4, Oakaloosa, Iowa.  
 MCCOOL—Brother J. F. McCool, Division 56, Albany, N. Y.  
 O'BRIEN—Brother J. W. O'Brien, Division 328, Hillsboro, Tex.  
 PIERCE—Brother S. F. Pierce, Division 189, Sarnia, Ont.  
 PUGLEY—Brother O. Pugaley, Division 111, Los Angeles, Calif.  
 PETTUS—Brother J. L. Pettus, Division 152, Richmond, Va.  
 PARKER—Brother F. Parker, Division 40, St. Paul, Minn.  
 PORTER—Brother R. T. Porter, Division 543, Jackson, Miss.  
 ROBINSON—Brother J. T. Robinson, Division 92, Terre Haute, Ind.  
 ROAT—Brother F. Roat, Division 181, Chillicothe, Ohio.  
 RUSSELL—Brother S. L. Russell, Division 209, Pocatello, Idaho.  
 REEVES—Brother E. F. Reeves, Division 192, East Saginaw, Mich.  
 RANDOLPH—Brother A. D. Randolph, Division 74, Decatur, Ill.  
 SCOTT—Brother C. H. Scott, Division 29, Ottawa, Ont.  
 SHORT—Brother F. M. Short, Division 394, Haileyville, Okla.  
 SKELLY—Brother E. Skelly, Division 114, Pittsburg, Pa.  
 STEVENS—Brother O. W. Stevens, Division 225, Hornell, N. Y.  
 SWALLOW—Brother E. A. Swallow, Division 44, Denver, Colo.  
 THOMSON—Brother E. Thomson, Division 536, Port Arthur, Ont.  
 TORRES—Brother J. Torres, Division 313, Tucson, Ariz.  
 VARGASON—Brother W. J. Vargason, Division 10, Sayre, Pa.  
 WALKER—Brother T. Walker, Division 252, Leadville, Colo.  
 WARFIELD—Brother J. H. Warfield, Division 224, Wilmington, Del.  
 ZEIGLER—Brother W. E. Zeigler, Division 208, Charleston, S. C.
- 
- BRIGANCE—Mother of Brother F. H. Brigance, Division 57, Ft. Worth, Tex.  
 BEALL—Mother of Brother G. V. Beall, Division 123, Macon, Ga.  
 BOZARTH—Father of Brother J. F. Bozarth, Division 53, Denison, Tex.  
 BROWN—Sister of Brother G. Brown, Division 270, Youngstown, Ohio.  
 CLOGSTON—Father of Brother J. A. Clogston, Division 496, Ottumwa, Iowa.  
 HUESTIS—Brother of Brother G. D. Huestis, Division 206, Springfield, Ill.  
 HENRY—Mother of Brother J. S. Henry, Division 139, Knoxville, Tenn.  
 HOOS—Mother of Brother G. H. Hoos, Division 1, Chicago, Ill.  
 KAPP—Father of Brothers J. W. Kapp, Division 206, Springfield, Ill., and E. Kapp, of Division 222, Chillicothe, Ill.  
 LOGAN—Daughter of Brother C. T. Harris, Division 112, Centralia, Ill.  
 MAY—Mother of Brother W. J. May, Division 139, Knoxville, Tenn.  
 MOORE—Daughter of Brother E. Moore, Division 146, Fitchburg, Mass.  
 NICKLAS—Wife of Brother M. Nicklas, Division 333, Renovo, Pa.  
 WILSON—Wife of Brother F. L. Wilson, Division 313, Tucson, Ariz.

# THE RAILWAY CONDUCTOR

## ORDER OF RAILWAY CONDUCTORS OF AMERICA

### General Information Relative to Mutual Benefit Dept.

Assessment No. 508 is for death of F. C. Songer, October 25, 1909. See Article 13, Laws Governing Mutual Benefit Department.

#### BENEFITS PAID FROM SEPTEMBER 1 TO SEPTEMBER 30, 1909, INCLUSIVE.

Ben. No.	NAME	DIV.	CERT. NO.	SERIES	AMOUNT	FOR	CAUSE
5522	W. Y. Ellis	196	4769	C	\$ 3000	Death	Nephritis
5523	H. N. George	180	2454	A	1000	Death	Tuberculosis
5524	W. A. Cole	225	4984	A	1000	Death	Arthritis
5525	W. H. Estep	281	6972	B	2000	Death	Pneumonia
5526	J. D. Brown	—	2632	C	3000	Death	Gastritis
5527	T. Brazil	317	10339	A	1000	Death	Heart Disease
5528	R. S. Foss	157	1915	A	1000	Death	Acute Nephritis
5529	J. P. Toft	old 30	1290	A	1000	Death	R. R. Accident
5530	W. H. Howitt	406	2753	A	1000	Death	Apoplexy
5531	W. H. H. Daugherty	—	2869	C	3000	Death	Heart Disease
5532	A. E. Phillips	153	5966	B	2000	Death	Bright's Disease
5533	C. G. Gustason	259	6147	A	1000	Death	Diabetes
5534	David Kelly	117	5568	B	2000	Death	Cancer
5535	B. P. Clark	318	1114	B	2000	Death	Uraemia
5536	B. T. Hundley	414	5601	B	2000	Death	R. R. Accident
5537	W. J. Jobe	186	679	A	1000	Death	General Paresis
5538	M. Kelley	426	7635	B	2000	Death	Concussion of Brain
5539	J. W. Wilcox	506	11339	A	1000	Death	Cirrhosis of Liver
5540	Lewis Gegrus	—	2904	C	3000	Death	Accident—Fractured Skull
5541	H. B. Perry	294	3590	A	1000	Death	Heart Disease
5542	A. H. Opiyke	48	15737	B	2000	Dis.	Loss of Arm
5543	John Heakey	433	11571	B	2000	Death	Organic Heart Disease
5544	C. A. Hill	102	4213	A	1000	Death	Pneumonia
5545	H. H. Brooks	218	8859	A	1000	Death	Apoplexy
5546	W. A. McCamont	69	1463	B	2000	Death	Pulmonary Tuberculosis
5547	J. P. Cox	457	2334	B	2000	Dis.	Loss of Leg
5548	B. F. Oistot	143	758	A	1000	Death	Heart Failure
5549	J. C. Howard	368	5519	B	2000	Death	R. R. Accident
5550	G. L. Bowles	323	5515	B	2000	Death	Typhoid Fever
5551	James Maloy	43	2763	C	2000	Death	R. R. Accident
5552	M. S. Wiseman	163	15807	B	2000	Dis.	Loss of Foot
5553	Warren Wildoner	65	4758	C	3000	Death	Cancer of Stomach

#### NUMBER OF MEMBERS ASSESSED

Series A, 13,531; Series B, 17,304; Series C, 8,296; Series D, 373; Series E, 53. Amount of Assessment No. 508, \$74,834.

#### FINANCIAL STATEMENT

Received on Mortuary Assessment to September 30, 1909.....	\$11,894,739.15
Received on Reserve Fund Assessment to September 30, 1909.....	662,958.14
Received on Expense Assessment to September 30, 1909.....	123,155.89
Received on Applications, etc., to September 30, 1909.....	169,227.14
	<b>\$12,850,100.23</b>
Total Amount of Benefits paid to September 30, 1909.....	\$11,289,567.66
Total Amount of Expenses paid to September 30, 1909.....	364,085.27
To the Credit of Mortuary Fund, September 30, 1909.....	895,132.15
To the Credit of Reserve Fund, September 30, 1909.....	662,958.14
To the Credit of Expense Fund, September 30, 1909.....	8,267.67
	<b>\$12,850,100.23</b>

#### EXPENSES PAID DURING SEPTEMBER

Sundry Expense, \$43.75; Postage, \$401.00; Stationery and Printing, \$56.50; Salary, \$967.00; Fees returned, \$15.00.

W. J. MAXWELL, Secy

Before Purchasing a Watch Insist on Seeing a  
**Dueber-Hampden**



The following grades will pass inspection *On All Roads.*

18 SIZE

Special Railway	. . . . .	21 Jewel
John Hancock	. . . . .	21 Jewel
John C. Dueber	. . . . .	17 Jewel


16 SIZE

104	. . . . .	23 Jewel
105	. . . . .	21 Jewel
Wm. McKinley	. . . . .	21 Jewel
Railway	. . . . .	19 Jewel
John C. Dueber	. . . . .	17 Jewel

*Ask your local Jeweler for further information*

**The Dueber-Hampden Watch Works**

**Canton, Ohio**



**SAVES TIME  
TO BUY OR SELL  
THE  
BOSTON  
GARTER**

**KNOWN TO EVERYBODY  
WORN ALL OVER  
THE WORLD**

MADE WITH  
*Velvet Grip*  
CUSHION  
RUBBER BUTTON  
**CLASP**

**OF ANY DEALER, ANYWHERE**  
or Sample Fr., Cotton, 25., Silk, 50c.  
Mailed on Receipt of Price

**GEORGE FROST CO.  
MAKERS, BOSTON**

**OVER 30 YEARS THE STANDARD  
ALWAYS EASY**



**WORTH  
MORE** **THAN ALL  
OTHERS**

**Litholin Waterproofed Linen  
Collars and Cuffs**

always keep their shape. "Others" wilt and fray. "Others" need to be washed, but "LITHOLIN," when soiled, can be wiped white as new with a damp cloth. "Others" soon wear out, but four Litholin Collars will last you a year. **Have the correct dull linen finish, and come in all the latest styles,—same as you now wear.** For Railroad Men they are invaluable.

**Collars 25c. Cuffs 50c.**

*If not at your dealer's, send, giving styles, size, how many, with remittance, and we will mail postpaid. Styles Booklet free on request.*

**THE FIBERLOID CO.**  
Dept. 24, 7 Waverly Place, New York

STYLE **LITHOLIN** FIT  
ECONOMY COLLARS & CUFFS COMFORT



**vose**

**vose PIANOS**

The tone, touch and magnificent wearing qualities of the Vose Piano are only explained by the exclusive patented features and the high grade material and superb workmanship that enter into their construction. The Vose is an ideal piano for the home. Over 55,000 sold. Delivered in the United States free of charge. **Satisfaction guaranteed.** Liberal allowance for old pianos and time payments accepted.

**FREE**—If you are interested in pianos, let us send you our beautifully illustrated catalog, that gives full information.

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161 Boylston St. BOSTON, MASS.



**After Shaving**

**USE  
MENNEN'S  
BORATED TALCUM  
TOILET POWDER**

and insist that your barber use it also. It is Antiseptic, and will prevent any of the skin diseases often contracted. Chapped Hands, A positive relief for Chapped Hands, Chafing, and all afflictions of the skin. Removes all odor of perspiration. Get Mennen's—the original. Put up in non-refillable boxes—the "Box that Lox." Sold everywhere or mailed for 25 cents. Sample free. Try Mennen's Violet (Borated) Talcum. Sample free.



**Gerhard Mennen, Newark, N. J.**  
Guaranteed under the Food and Drugs Act, June 30, 1906. Serial No. 1542.

DEC 11 1909

CAMBRIDGE, MASS.

*title page*

# The Railway Conductor





BEFORE PURCHASING A WATCH INSIST ON SEEING A

## Dueber-Hampden

The following grades will pass inspection on ALL ROADS

### 18 SIZE

Special Railway.....	21 Jewel
John Hancock.....	21 Jewel
John C. Dueber.....	17 Jewel

### 16 SIZE

104.....	23 Jewel	Wm. McKinley.....	21 Jewel
105.....	21 Jewel	Railway.....	19 Jewel
John C. Dueber.....	17 Jewel		

Ask your local Jeweler for further information

**THE DUEBER-HAMPDEN WATCH CO.**  
**CANTON, OHIO.**

## The Little Flower-Girl's Christmas

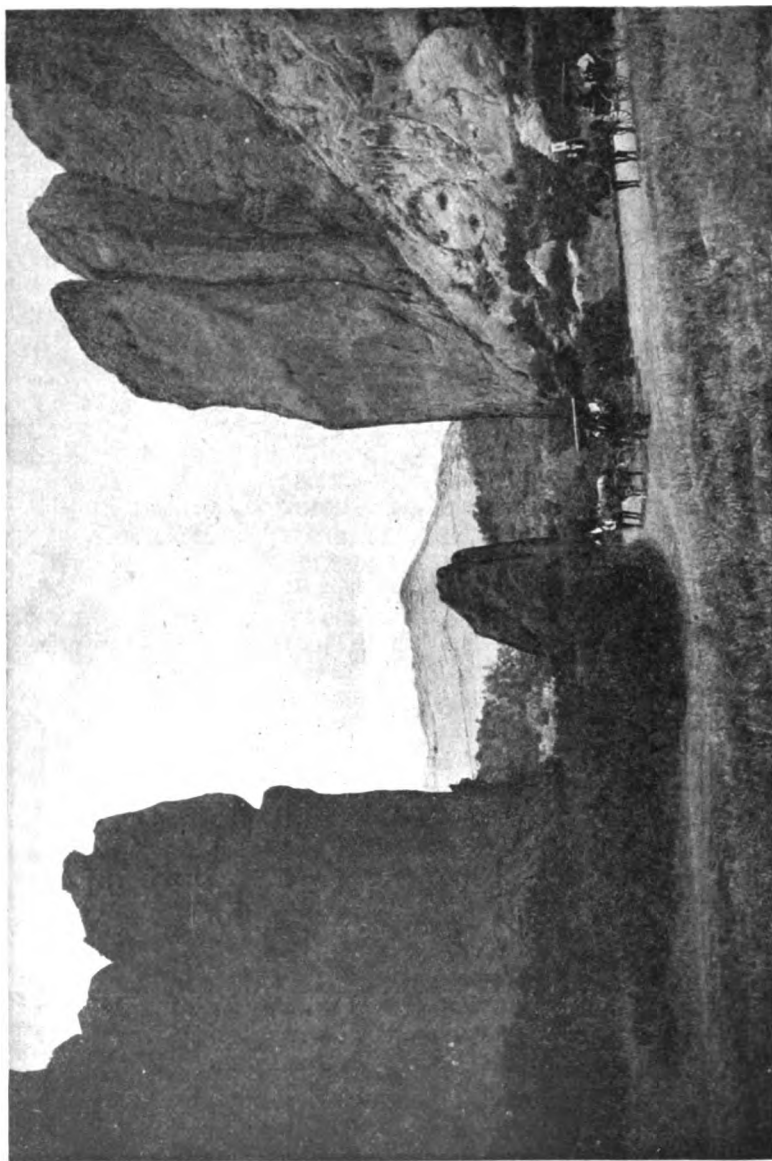
BY ADELBERT CLARK

In a dark, gloomy attic-room under the eaves,  
A poor little flower-girl lay down to rest;  
The bright stars of heaven in pity shown down  
And glimmered the pearls that lay on her breast.  
'Twas the night before Christmas all over the town,  
The church bells were chiming from sea unto sea,  
But in the cold attic, the little girl cried,  
"Nobody ever gave presents to me!"

Not far from the place where the little girl lay,  
Children were happy and dancing with glee  
In a large, lighted room that was cozy and warm,  
'Round a beautiful gift-laden green Christmas tree.  
There were dollies all drest in the finest of silk,  
And candy and things just as nice as could be,  
But the little girl up in the attic still wept,  
"Nobody ever gave presents to me!"

"But someday, perhaps, I may wear a rich crown  
As bright and as fair as the moonbeam's clear ray  
That shines through the pane like a ladder of gold,  
For ah, I was born on a glad Christmas day.  
I shall wear a rich garment embroidered with pearls  
In crossing the wave, o'er eternity's sea,  
And receive from the Lord, many beautiful gifts,  
Though nobody ever gave presents to me."

God heard the sad cry of the poor little girl  
In the bare attic-chamber all gloomy and cold,  
And he sent a bright angel with pinions of white,  
In a chariot blazing with jewels and gold.  
Far up through the vault of the crystalline blue  
To the land of the blest by eternity's sea,  
They quietly passed where she never could say,  
"Nobody ever gave presents to me!"



PIKE'S PEAK AND GATEWAY TO GARDEN OF THE GODS, COLORADO.

# The Railway Conductor

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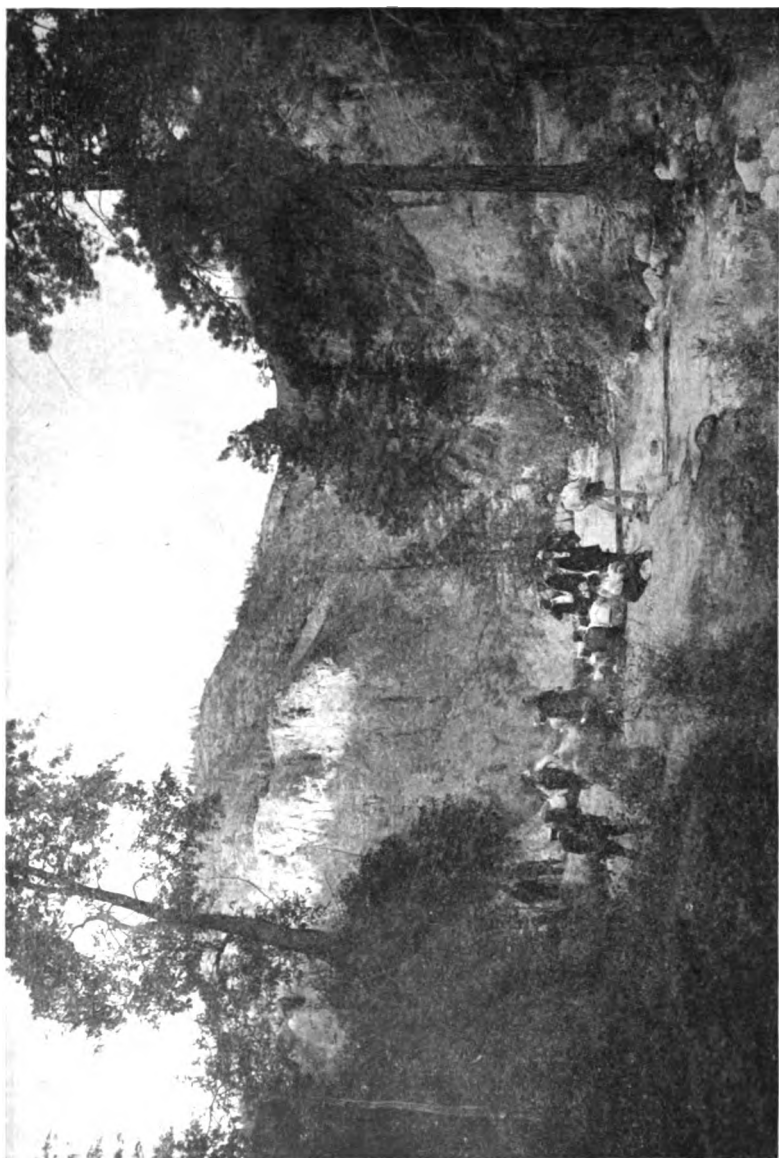
## The Young Old Maid

BY CAPT. GEO. W. BARBER, SR.

She was little—a dainty, elf-like littleness, with tiny feet and wee hands; she was gray—a soft, silver gray—too gray for her forty years (and this fragment of my story begins when she was forty); and she was a lady in every beat of her warm heart; in every pressure of her white hand; in voice, speech, in all her thoughts and movements. She lived in the quaintest of old colonial houses erected in 1632 in Newport, R. I., fronted by a brick path bordered with fragrant box, which leads up to an old-fashioned porch, its door brightened by a brass knocker. This, together with the knobs, steps, and slits of windows on each side of the door, was kept scrupulously clean by old Janey, who had lived with her for years.

But it is her personality and not her surroundings that lingers in my memory. No one ever heard anything sweeter than her voice; and nobody ever looked into a lovelier face, even if there were little hollows in the cheeks and shy, fan-like wrinkles lurking about the corners of her lambent brown eyes. Nor did her hair mar her beauty. It was not old, dry and withered—a wispy gray. (That is not the way it happened.) It was a new, all-of-a-sudden gray, and in less than a week—so Anna once told me—bleaching its brown gold to silver. But the gloss remained, and so did the richness of the folds, and the wealth and weight of it. Inside the green-painted door, with its white trim and brass knocker and knobs, there was a narrow hall hung with old portraits that opened into a room literally all fireplace. Here there were gouty sofas, and five or six big easy chairs

ranged in a half circle, with arms held out as if begging somebody to sit in them, and here, too, was an embroidered worsted fire screen that slid up and down a stand-ard to shield one's face from the blinding blazing logs; and there were tables and old-gold curtains looped back with brass rosettes—ears really—behind which the tresses of the parted curtains were tucked; and there were more old portraits in dingy frames, and samplers under glass, and a rug which a great grandmother had made with her own hands from odds and ends; and a huge workbasket spilling worsteds, and last, and by no manner of means least, a big chintz-covered rocking chair, the little lady's very own—its thin ankles and splay feet hidden by a modest frill. There were all these things and more, and yet I still maintain that the room was just one big fireplace. Not alone because of the size (and it certainly was big. Many a doubtful curly head, losing faith in Santa Claus, has crawled behind the old fire dogs, the child's fingers tight about the little old maid's, and been told to look up into the blue—a lesson never forgotten all their lives) but because of the wonderful and never told forgotten things which constantly took place before its blazing embers. For this fireplace was the lady's altar. Here she dispensed wisdom and cheer and love. Everybody in Newport village at that time had sat in one or the other of the chairs grouped about it and had poured out their hearts to her. All sorts of pourings: love affairs, for instance, that were hopeless until she would take the girl's hand in her own and smooth out the tangle; to say



AT THE HEAD OF SEVEN FALLS, CHEYENNE CANYON, COLORADO.

nothing of bickerings behind closed doors, with two lives pulling apart until her dear arms brought them together. But all this is only the outside of the old mahogany highboy with its meerschaum-pipe polish, spraddling legs and rattling handles. Now for the little gray lady's own particular drawer.

It was Christmas Eve, and Annie Barber, one of Newport's pretty girls, had found the little gray lady sitting alone before the fire, gazing into the ashes, her small frame almost hidden in the roomy chair. The winter twilight had long since settled and only the flickering blaze of the logs and the dim glow from the one lone candle illuminated the room. This, strange to say, was placed on a table in a corner where its rays shed but little light in the room.

"Oh! Cousin Eva," moaned Annie. (Everybody in Newport who got close enough to touch the dear little lady's hand called her "Cousin Eva"—it was only the outside world who knew her by her sobriquet.) "I didn't mean anything. Burt came in just at the wrong minute, and—and—" The poor girl's tears smothered the rest.

"Don't let him go, dearie," came the answer, when she had heard the whole story. The girl on her knees, her head in her lap, the wee hands stroking the fluff of golden hair disheveled in her grief.

"Oh, but he won't stay!" moaned Annie. "He says he is going to Mexico—to join his Uncle George."

"He won't go, dearie—not if you tell him the truth. And make him tell you the truth. Don't let your pride come in; don't beat around the bush nor make believe you are hurt or misunderstood, or that you don't care. You do care. Better be a little humble now than humble all your life. It only takes a word. Hold out your hand and say, 'I am sorry, Burt, please forgive me.' If he loves you—and he does—"

The girl raised her head.

"Oh! Cousin Anna! How do you know?" she laughed gently.

"Because he was here, dearie, half an hour ago and told me so. He thought you owed him the dance, and he was a little jealous of Will."

"But Will had asked me—"

"Yes, and so had Burt—"

"Yes, but he had no right—"

She was up in arms again. She wouldn't—she couldn't—and again an outburst of tears choked her words. The little lady had known Annie's mother, now dead, and what might have happened but for a timely word—and she knew to her sorrow what had happened for want of one. Annie and Burt should not have that experience if she could help it. She had saved the mother in the days gone, by just such a word. She would save the daughter in the same way. And the two were just alike—same slight, girlish figure; same blond hair and blue eyes, same expression, and the same impetuous, high-strung temperament.

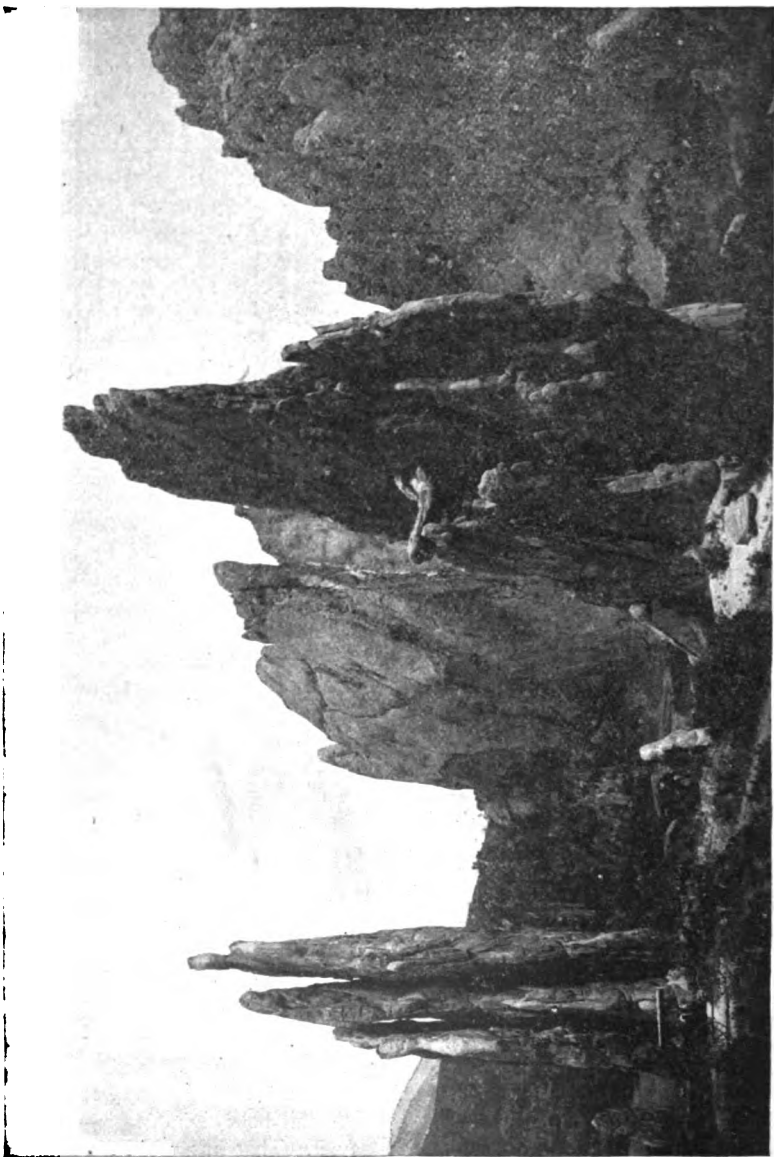
"If that girl's own mother walked in this minute I couldn't tell 'em apart, they do favor one another so," old Jenny had told her mistress when she opened the door for the girl, and she was right. Newport village was full of those hereditary likenesses. Burt Denton, whom all the present trouble was about, was so like his father at his age that his Uncle George had picked Burt out on a crowded station platform when the lad had visited him in Monterey, Mexico, the year before, although he had not seen the boy's father for twenty years—so strong was the family likeness. If there was to be a quarrel, it must not be between the Barbers and the Dentons of all families. There had been suffering enough in the old days.

"Listen, dearie," she said in her gentle, crooning tone, patting the girl's cheek as she talked. "A quarrel where there is no love is soon forgotten, but a difference, when both love, may, if not quickly healed, leave a scar that will last through life."

"There are as good fish in the sea as were ever caught," cried the girl in sheer bravado, brushing away her tears.

"Don't believe it, dearie—and don't ever say it. That has wrecked more lives than you know. That is what I once knew a girl to say—a girl just about your age—"

"But she found somebody else, and that's just what I am going to do. I'm not going to have Burt read me a lecture every time; I want to do something he doesn't like. Didn't your girl find somebody else?"



CATHEDRAL SPIRES, GARDEN OF THE GODS, COLORADO.

"No, never. She is still unmarried."

"Yes, but it wasn't her fault, was it?"

"Yes, although she did not know it at the time. She opened a door suddenly and found her lover alone with another girl. The two had stolen off together where they would not be interrupted. He was pleading for his college friend—straightening out just some such foolish quarrel as you have had with Burt—but the girl would not understand; nor did she know the truth until a year afterwards. Then it was too late."

"And what became of him?" asked the girl in a hushed voice, as if she dared not awaken the memory.

"He went away and she has never seen him since."

For some minutes there was silence, then Anna said in a braver tone: "And he married somebody else?"

"No."

"Well, then, she died?"

"No."

The little lady had not moved, nor had she taken her eyes from the blaze. She seemed to be addressing some invisible body who could hear and understand. The girl felt its influence and a tremor ran through her. The fitful blaze casting weird shadows helped this feeling. At last, with an effort, she asked: "You say you knew them both, Cousin Anna?"

"Yes—he was my dear friend. I was just thinking of him when you came in."

The charred logs flickered and died. But for the lone candle in the corner the room would have been in total darkness.

"Shall I light another candle, Cousin Anna?" shivered the girl, "or bring that one nearer?"

"No, it's Christmas Eve, and I only light one candle on Christmas Eve."

"But what's one candle? Why, father has the whole house as bright as day, and every fire blazing."

The girl sprang to her feet and stepped nearer the hearth. She would be less nervous, she thought, if she moved about, and then the warmth of the fire was somehow reassuring.

"Please let me light them all, Cousin Anna," she pleaded, reaching out her hand toward a cluster in an old-fashioned

candelabra, "and if there aren't enough I'll get more from Jenny."

"No, no; one will do. It is an old custom of mine; I've done it for twenty years."

"But don't you love Christmas?" Annie argued, her nervousness increasing. The ghostly light and the note of pain in her companion's voice were strangely affecting. The little lady leaned forward in her chair and looked long and steadily at the heap of smouldering ashes; then she answered slowly, each word vibrating with the memory of some hidden sorrow: "I've had mine, dearie."

"But you can have some more," argued Annie.

"Not like those that have gone before, dearie—no, not like those."

Something in the tones of her voice and quick droop of the dear head stirred the girl to her depths. Sinking to her knees she hid her face in the little lady's lap. "And you sit here in the dark with only one candle," she whispered.

"Yes, always," she answered, her fingers stroking the fair hair. "I can see those I have loved better in the dark. Sometimes the room is full of people; I have often to strain my eyes to assure myself that the door is really shut. All sorts of people come—the girls and boys I knew when I was young. Some are dead, some are far away; some so near that if I should open the window and shout their names many of them could hear. There are fewer above ground every year—but I welcome all who come. It's the old maid's hour, you know—this twilight hour. The wives are making ready the supper; the children are romping; lovers are together in the corner where they can whisper and not be overheard. But none of this disturbs me—no big man bursts in, letting in the cold. I have my chair, my candle, my thoughts, and my fire. When you get to be my age, Annie, and live alone—and you might, dearie, if Burt should leave you—you will love these twilight hours, too."

The girl reached up her hands and touched the little gray lady's cheeks, whispering: "But aren't you very, very lonely, Cousin Anna?"

"Yes, sometimes."

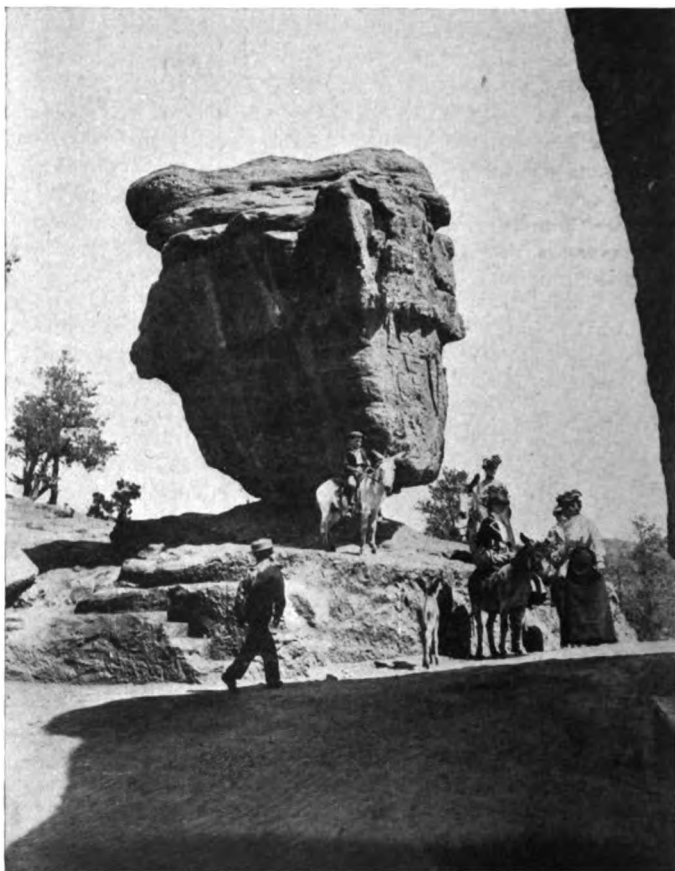
For a moment Annie remained silent,

then she asked in a faltering voice, through which ran a note almost of terror: "Do you think I will ever be like—like—that is—I will ever be—all alone?"

"I don't know, dearie. No one can ever tell what will happen. I never thought twenty years ago I would be all alone—but I am."

The girl raised her head, and with a cry

dark—had helped, but the sight of Burt's waiting figure striding along the snow-covered path to her home, and his manly, out-spoken apology, "Please forgive me, Annie, I made an awful fool of myself," followed by her joyous refrain, "Oh, Burt! I've been so wretched!" had done more. It had all come just as Cousin Anna had said; there had been neither pride nor



BALANCED ROCK, GARDEN OF THE GODS, COLORADO.

of pain threw her arms around the little lady's neck. "Oh, no! no! I can't bear it!" she sobbed. "I'll tell Burt! I'll send for him now—tonight—before I go to bed."

It was not until Annie Barber reached her father's gate that the spell wrought by the flickering firelight and the dim glow of the ghostly candle wore off. The crisp air of the winter night—for it was now quite

anger. Only the little old maid's timely word. But if the spell was broken the pathetic figure of the dear woman, her eyes fixed on the dying embers, still lingered in Annie's mind.

"Oh, Burt, it is so pitiful to see her—and I got so frightened; the whole room seemed filled with ghosts. Christmas seems her loneliest time. She won't have but one

candle lighted, and she sits and mopes in the dark. Oh, it's dreadful! I tried to cheer her up, but she says she likes to sit in the dark because then all the dead people she loves can come to her. Can't we do something to make her happy? She is so lovely, and she is so little and she is so dear!"

They had entered the house, now a blaze of light. Annie's father was standing on the hearth rug, his back to a great fireplace filled with roaring logs. "Where have you gadabouts been?" he laughed merrily. "What do you mean by staying out this late? Don't you know it's Christmas Eve?"

"We've been to see Cousin Anna, daddy; and it would make your heart ache to look at her. She's there all alone. Can't you go down and bring her up here?"

"Yes, I could, but she wouldn't come, not on Christmas Eve. Did she have her candle burning?"

"Yes, just one poor little miserable candle that hardly gave any light at all."

"And it was in the corner on a little table?"

"Yes, all by itself."

"Poor dear, she always lights it; she's lighted it for almost twenty years."

"Is it for somebody she loved who died?"

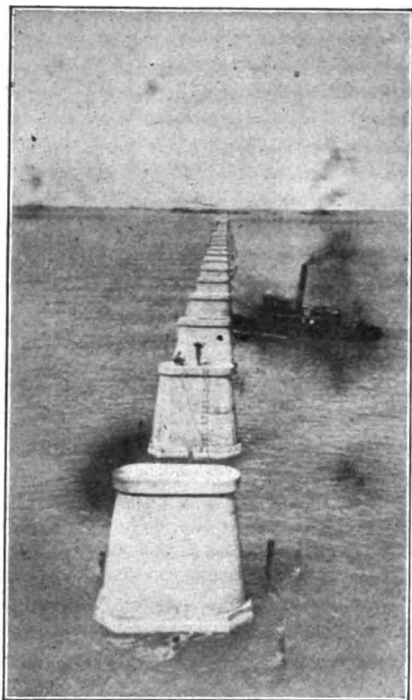
"No—it's for somebody she loved who is alive, but who never came back and won't." He studied them both for a moment, as if in doubt, then he added in a determined voice, motioning them to take a seat beside him: "It is about time you two children heard the story straight, for it concerns you both, so I'll tell you. Your Uncle George, Burt, is the man who never came back and won't. He was just your age at the time. He and Anna were to be married in a few months, then everything went to smash, and it was your mother, Annie, who was the innocent cause of his exile. George, who was the best friend I had in the world, tried to put in a good word for me—this was before your mother and I were engaged—and Anna, coming in and finding them, got it all crooked. Instead of her waiting until George could explain, she flared up and off he went. Her hair turned white in a week when she found out how she had misjudged him, but it was too late then—George wouldn't come

back, and he never will. When he told you, Burt, last year in Mexico, that he was coming home Christmas Eve I knew he'd change his mind just as soon as you left him, and he did. Queer boy, George, once he gets an idea into his head it sticks there. He was that way when he was a boy. He'll never come back as long as Anna lives, and that means never." He stopped a moment, spread his fingers to the blazing logs, and then with a smile on his face, said: "If ever I catch you two young turtle-doves making such fools of yourselves I'll turn you both outdoors," and again his hearty laugh rang through the cheery room. The girl instinctively leaned closer to her lover. She had heard some part of the story before—in fact both of them had, but never in its entirety. Her heart went out to the little gray lady all the more.

Burt now spoke up. He, too, had an hour of his own with the little lady, and the obligation still remained unsettled. "Well, if she won't come up here and have Christmas with us," he cried, "why can't we go down there and have Christmas with her? Let's surprise her, Annie; let's clean out all those dead people. I know she sits in the dark and imagines they all come back, for I've seen her that way many a time when I drop in on her in the late afternoon. Let's show her they're alive."

Annie started up and caught Burt's arm. "Oh, Burt, I have it," she whispered, "and we will—yes—that will be the very thing," and so, with some mutterings and mummings, not one word of which could her father hear, the two raced upstairs to the top of the house and the garret.

Two hours later a group of young people led by Burt Denton trooped out of Annie's gate and turned down the street toward the little lady's home—most of them wore long cloaks and were muffled in thick veils. They were talking in low tones and glancing from side to side as if fearing to be seen. The moon had gone under a cloud, but the light of the stars, aided by an isolated street lamp, showed them the way. So careful were they to conceal their identity that the whole party—there were six in all—would dart into an open gate, crouching behind the snow laden hedge to avoid even a single passerby. Only once



PIERS READY FOR KNIGHT'S KEY BRIDGE.  
Florida East Coast Railway.

were they in any danger, and that was when a sleigh gliding by stopped in front of them, the driver calling out in a voice which sounded twice as loud in the white stillness: "Where's Mr. Denton's new house?" (Evidently a stranger, for the town pump was not better known.) No one else saw them until they reached the little gray lady's porch. Annie crept up first, followed by Burt, and peered in. So far as she could see everything was just as she had left it.

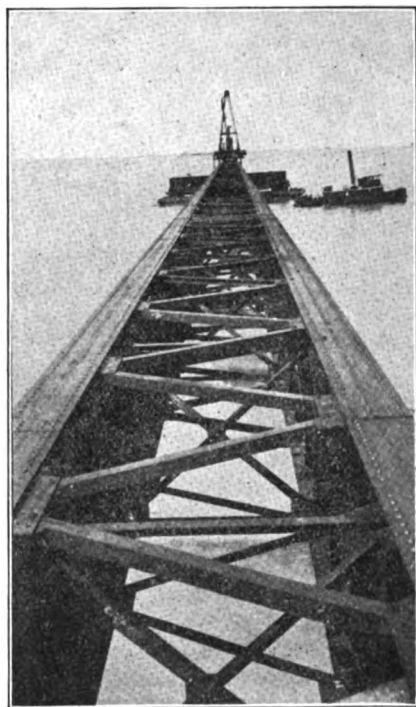
"The candle is still burning, Burt, and she's put more wood on the fire. But I can't find her. Oh, yes, there she is, in her big chair; you can just see the top of her head and her hand. Hush; don't one of you breathe. Now listen, girls, Burt and I will tip-toe in first—the front door is never fastened—and if she is asleep (and I think she is) we will all crouch down behind her until she wakes up." "And another thing," whispered Burt from behind his hand, "everybody must drop their coats and

things in the hall, so we can surprise her all at once." The strange procession tip-toed in and arranged itself behind the little lady's chair. Annie was dressed in her mother's wedding gown, flaring poke bonnet, and long, faded gloves clear to her shoulder. Burt had on a blue coat with brass buttons, a buff waistcoat, and black stock, the two points of the high collar pinching his ruddy cheeks—the same suit his father and Uncle George had worn, and all the young bloods of their day, for that matter. The others were in their grandmother's or grandfather's short and long clothes, Jack Pendergast sporting a tight-sleeved, high-collared coat, silk embroidered waistcoat and pumps. Annie crept up behind her chair, but Burt moved to the fire place and rested his elbow on the mantel, so that he would be in full view when the little lady awoke. At last she awoke, but she made no outcry, nor did she move, except to lift her head as does a wild fawn when startled by some sudden light, her wondering eyes drinking in the apparition. Burt, hardly breathing, stood like a statue, but Annie, bending closer, heard her catch her breath with a long indrawn sigh, and next the half-audible words: "No—it isn't so. How foolish I am—" Then there came 'softly': "George—" and again in almost a whisper, as if hope had died in her heart, "George." Annie, half frightened, sprang forward and flung her arms around the dear little lady. "Why, don't you know him? It's Burt, Cousin Anna; and here's Jack Pendergast and Myrtal and Jessie Ash, and everybody, and we're going to light all the candles, every one of them, and make an awful big fire, and have a real, real Christmas." The little lady was wide awake now.

"Oh! you scared me so!" she cried, rising to her feet, rubbing her eyes. "You foolish children! I must have been asleep—yes, I know I was." She greeted them all, talking and entering into their fun, the spirit of hospitality now hers, saying over and over again how glad she was they came, kissing one and another; telling them how happy they made her; how, since they had been kind enough to come, she would let them have a real old-time Christmas. "Only," she added quickly, "it will have to

be by the light of one candle, but that won't make any difference, because you can pile on just as much wood as you choose. Yes," she continued, her voice rising in her effort to meet them on their own joyous plane, "pile on all the kindlings, too, Burt; and Annie, dear, please run and tell Jenny to bring in every bit of cake and pie she has in the pantry. Oh, how very like your mother you are, Annie! I remember that very wedding dress. And you, Burt! Why you've got on the same coat I saw your father wear at the governor's ball; and you, too, Jack. Oh, what a good time we will all have."

Soon the lid of the old piano was raised, a spinet, really, and one of the girls began running her fingers over the keys, and later on it was agreed that the first dance was to be the Virginia reel, with all the hospitable chairs and the fire screen and the gouty old sofa rolled back against the wall. This being all arranged, Burt took his place with the little gray lady for a partner, the music struck up a lively tune, and as quickly ceased. The sound of jingling sleigh bells rang through the night air, and in the hush that followed a sleigh was heard at the gate. Annie sprang up and clapped her hands. "Oh, they are just in time! There come the rest of them, Cousin Anna. Now we are going to have a great party! Let's be dancing when they come in; keep on playing!" At this instant the parlor door opened and Jenny put in her head. "Somebody," she said with a bow, "wants to see Mr. Burt on business." Burt, looking like a gallant of the old school, excused himself with a great flourish to the little lady and strode out. In the hall, with back to the light, stood a broad-shouldered man muffled to the chin in a fur overcoat. The boy was about to apologize for his costume and then ask the man's errand, when the stranger turned quickly and gripped his wrist. "Hush, not a word; where is she?" he cried. Burt gave a low whistle of surprise and pushed open the door. The stranger stepped in. The little gray lady raised her head. "And who can this new guest be?" she asked; "and in what a queer costume, too." The man drew himself up to his full height and threw wide open his fur coat. "And you don't know



KNIGHT'S KEY BRIDGE—GIRDERS IN POSITION.  
Florida East Coast Railway.

me, Anna?" She did not take her eyes from his face, nor did she move except to turn her head once appealingly to the room as if she feared they were playing her another trick. He had reached her side and stood looking down at her. Again came the voice, a strong, clear voice, with a note of infinite tenderness through it, "How white your hair is, Anna, dear; and your hands so thin. Have I changed like this?" She leaned forward, scanning him eagerly. There was a little cry, then all her soul went out in the one word, "George!" She was inside the big fur coat now, his strong arms around her, her head hidden on his breast, only the tips of her toes on the floor. When he had kissed her again and again—and he did, and before everybody—he crossed the room, picked up the ghostly candle, and smothered its flame. "I saw it from the road, he laughed softly, "that's why I couldn't wait. But you'll never have to light it again, my darling."

I saw them both last Christmas. Every-

thing in the way of fading and wrinkling had stopped so far as the little gray lady was concerned. If there were any lines left in her forehead and around the corners of her eyes, I could not find them. Joy had planted a crop of dimples instead, and they have spread out, smoothing the care lines. Old Jeanette even claimed that

her hair was turning brown gold once more, but then Jeanette was always her loyal slave, and believed everything her mistress did was the proper thing.

And now, if you don't mind, dear reader, I will close this one true tale with wishing you all a Merry Christmas and a Happy New Year.

## Auld Lang Syne

BY GEO. P. FLOYD.

In the history of all nations there are certain epochs or cycles which are so resplendent with the deeds of some statesman or general that they seem as milestones along the pathway of the ages and landmarks by which we count the progress of events. So in the history of railroads, there have been periods when prominence of certain conductors and engineers has been so marked that to mention the years in which they flourished is but to recall their names. As years roll by and the pendulum of time swings out the old years and ticks in the new year, 'tis pleasant at times to open memory's casket and hark back to those years gone by and dwell on some of the incidents of our past life and think of old friends—so many of them have passed the pathless ocean of death. They have joined the choir invisible of the immortal world; one by one those old friends have dropped off; soon we hope to meet them in the "beyond." How few of those old friends are left with us! The tree once so green and fruitful and full of buds of promise is now almost leafless.

"Joys we have tasted may sometimes return,  
But the torch when once blasted how can it burn?  
Pleasures now shadowed and gone for all time,  
Broke is the goblet and wasted the wine."

The passing of Brother John McCurdy, which occurred a few days ago removes the last one remaining of the eighty-five old engineers that were running on the Michigan Central Railway fifty years ago; and of the nineteen passenger conductors that were running trains on that road in 1855 only two are now in the flesh, Geo. C. Hopper and the writer of this paper.

George C. Hopper has been connected with the Michigan Central Road since 1854; from 1854 until about 1870 he ran a passenger train between Detroit and Chicago, excepting three years when he served in the Union army. He was promoted to general paymaster of the Michigan Central System in about 1870 and he is still in harness, and bids fair to continue to pay the thousands of employes on that road their monthly pay checks. It is a fact that during his long service on the road as paymaster he has personally paid each of the thousands of employes their earnings every month. The millions of dollars that have been paid to the employes of the road have all passed through his hands, although, of course, he has assistants. Yet he seems to have a kind of mania for having all the money go through his hands to be sure that the boys get a square deal. George Hopper is the oldest employe on the M. C. Road, having served the road sixty years.

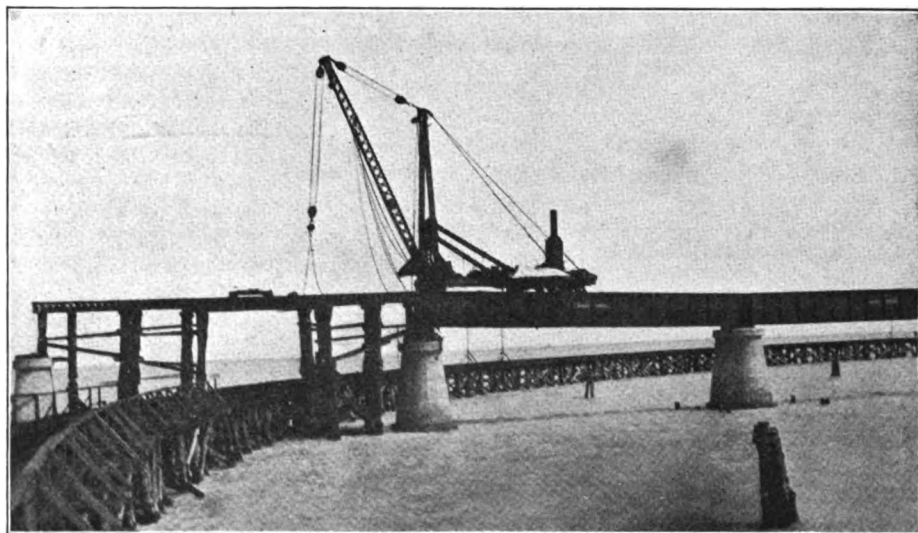
John McCurdy commenced on the M. C. Road in the spring of 1848, when Michigan was almost a wilderness. The road was completed from Detroit to Ypsilanti in 1848, built with strap rail, old-fashioned dinky locomotives. They were indeed crude affairs, inside connected, old-fashioned drop hook, and old-fashioned pumps, no injectors or pop valves. The injector first made its appearance about 1860, "The Gifford Injector." Why, we didn't know what a sand box on locomotives was until 1855; before that time we would shovel sand or gravel on the rails to keep the drivers from slipping. All the engineer had to

look out for was his throttle and the three gauge cocks. Having no pop or safety valves, the boys on a heavy grade would load the old-fashioned scales with a hundred or two hundred pounds of old iron. In some cases the fireman would have a chain and chain the old scale down—any old thing to get over the grade. If those old engines hadn't been mighty well riveted we would have been blown up. Many times "a hundred and enough" was the rule. In those days the best engines were supposed to carry not over eighty pounds of steam.

The water was carried from the tender to the boiler by old-fashioned pumps,

shoveling by the whole gang of trainmen we would manage to obtain water enough to make steam enough to get us out of the drift and take us to the next water tank. That is, if the pumps didn't freeze up solid. In that case, "the dog was dead." We were obliged to wait there until another train came along and dug us out of our prison, so to speak.

John McCurdy was one of the best engineers on the Michigan Central road in his day. He was rather a singular piece of humanity. Inclined to be a little erratic and at times a little obstinate, it was rather hard to get into his good graces. Yet rub



TEMPORARY SPAN, KNIGHT'S KEY BRIDGE.  
Florida East Coast Railway.

driven by the revolution of the driving wheels of the engine. Sometimes in winter when we would get stuck in a snow drift and couldn't turn a wheel we would jack the engine up from the rails and give her steam to turn the drivers and pump the water into the boiler by the turning of the driving wheels. If we got out of water in the tender we would shovel snow into the tender and melt it with the heaters from the boiler. It was almost an endless task to obtain water enough in that way to make a showing—out of a tender full of snow, by melting it we would get not over five or six gallons of water. Yet by continued

him the right way of the hair and let him have his own way, he was then as slick as grease. About the first time McCurdy pulled my train from Marshall to Michigan City, which was the division over which he ran, a rather singular incident happened which enabled me to catch him "where the wool was short." I ran into Michigan City one night with the night express, going east. It was a very fast run. We reached there fifteen minutes late, caused by a freight train being off the track at Lake station.

The Detroit Locomotive Works had just turned out four new engines, the first ones

that they had built. They were built with outside connections, the first engines that had been built with outside connections in this country at that date, fifty-four years ago. And right here I will say that they were as smart and tough a lot of locomotives as I ever saw. The first one that they turned out was named "The Arab;" she was sent to John McCurdy at Michigan City. It was the first trip he had run the engine that he hitched her on my train going east, the night above spoken of. We had proceeded not over three miles out of Michigan City when the train began to slow down, and finally came to a dead stop. I went forward to ascertain what was the trouble. "What's the matter, John," I asked. It was a minute before he an-

had not noticed the change, as it was the first time that he had run the engine. When I called his attention to the matter and showed him that the pump was shut off he turned as pale as a ghost. I certainly pitied him. The fire was out and the engine had become as cold as a stone. It looked very much as though the "dog was dead" and that we were elected for an all night's job. Yet where there is a will there is a way, and the Lord hates a coward. We rustled around, built up the fire—there was water enough left in the boiler to make steam enough to move the engine. John disconnected the engine from the train, run her out and pumped her up, came back and hitched onto the train and pulled out one hour and five minutes behind time. In



LOADING GIRDERS ON BARGE FOR KNIGHT'S KEY BRIDGE.  
Florida East Coast Railway.

those days we were running the trains on the old-fashioned, twenty-minute system, with no telegraph to help us along. We had lost all right to the road over other trains. We had three passenger trains to meet and were obliged to keep out of their way. And we must "root hog or die." It was a "marble front house to a hen coop" that we were destined to lose all connections

swered me. "Why, I can't get a drop of water into her boiler," said he. "She is empty now. We must wait for another train to come along and shove us back to Michigan City." He had put out the fire in the firebox for fear of burning the flues. As I climbed into the cab of the engine I discovered in an instant what the trouble was. To say that I was a little hot in my collar don't half express it. The pump was shut off as tight as a drum. The valve that worked to let the water into the boiler from the tender, or to shut it off, was constructed differently from the ones on the old engines. On the Detroit engine it was reversed and the letters "Open" and "Shut" were stamped as plain as the nose on your face to guide the engineer. But McCurdy

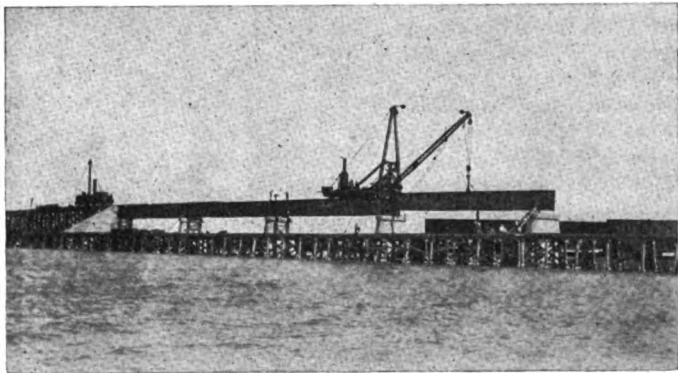
at Detroit, yet sometimes the unexpected happens. McCurdy went at the task like a demon. Of course, he felt or realized the condition of the affair. He had nearly one hundred and twenty-two miles to make to reach Marshall, the end of his run. We had five passenger coaches, one second-class, one baggage and one express car on the train. From where we started, three miles from Michigan City, to Niles, it was thirty-four miles. The run was made in forty-three minutes and there we took wood and water. From Niles to Dowagiac, thirteen miles, the run was made in twenty-one minutes. There we waited eight minutes for a train going west. From Dowagiac to Kalamazoo, thirty-six miles, the run was made in forty-seven minutes.

There we took wood and water and waited six minutes for a train bound west. From Kalamazoo to Battle Creek, twenty-three miles, the run was made in twenty-nine and one-half minutes, and there we took wood and water. From Battle Creek to Marshall, thirteen miles, the run was made in fifteen minutes, which landed the train at Marshall just on time. John McCurdy redeemed himself in that run. Not only did he make up the time that was lost by the mistake that he had made about the pump, but also made up the time that had been lost before he took the train at Michigan City.

The run was not only a most remarkable one in itself, but was additionally interesting when it is considered that it was made fifty-four years ago, with the crude appliances that the engine was rigged with, and burning wood. And again, I take into consideration the fact that the engine was a new one just out of the shop in Detroit, it was the first trip it made, and above all it was the first trip that John McCurdy had run the engine. We have had some lively runs during the many years of rail-roading, yet we hark back to that run of

122 miles with John McCurdy at the throttle fifty-four years ago with much pleasure. John McCurdy pulled my train from Marshall to Michigan City the first trip I made over the Michigan Central road in 1855. He was then running the "North Wind," a six-foot driving wheel "Manchester." The first engine that McCurdy ran on the Michigan Central road in 1848 was a little dinky engine built by Hinkley and Dreury, of Boston. She was named the "Antelope." She weighed not over thirty-five tons, with a five-foot driver, with the old-fashioned drop hook. That engine was running on the M. C. when I commenced on the road in 1855. She was being used as a kind of "free for all." She was like a singed cat, better than she

looked. She fooled me the first time I struck her. I ran into Marshall one day with the day express going east. It was a very fast run. I was fifteen minutes behind time at Marshall. There stood the little "Antelope" ready to hitch on my train to take us to Detroit, 108 miles. My bristles stood up when I looked at her. "What are you going to do with that little tea kettle?" I asked Yankee Thompson, the engineer, who was pouring oil into her valves. "Why, I am going to take your train into Detroit with her, and I'll take you there on time if she don't bust her boiler before we get there," quoth Yankee. I laughed at him. "If you will take this train into Detroit on time with that little runt of an engine I'll give you a ten dollar



PLACING GIRDERS IN POSITION ON KNIGHT'S KEY BRIDGE.  
Florida East Coast Railway.

gold piece to hitch on your watch fob, and five for your fireman." We had five passenger coaches, a second-class, a baggage and express car. Well, that little quill wheel of an engine landed the train at Detroit on time to a dot, and Yankee got his \$10. The last time I saw Yankee Thompson was in 1884 at Livingston on the Northern Pacific road; he was foreman of the round house there and he still had the \$10 gold piece hitched to his watch fob.

John McCurdy was one of the active participants in the original movement toward forming the organization of the Brotherhood of the Footboard. It was instituted at Detroit in August, 1863, and was re-organized at Indianapolis a year later under the present name of The Brotherhood of

Locomotive Engineers. The matter had been talked up some time before any regular meeting was held at Detroit in August, 1863, by a few of the old engineers, one of the number being John McCurdy. The first meeting was held in a room at the old Cass House, Detroit. Among the number at that meeting at the Cass House



APPROACH TO KNIGHT'S KEY BRIDGE.  
Florida East Coast Railway.

were John McCurdy, Geo. Watrous, Henry Hall, Thos. Hayward, Sam Keich and his brother Lingus, Sam Hill, J. C. (Yankee) Thompson, Ira Petree, and I think Al Preist and Otto Kingsbury. It was a new idea and the boys were a little shy about

the matter and kept the movement under cover for a long time. For quite a time it was a kind of a Masonic affair, but after awhile they began to show their colors and thousands flocked to their standard, although at times some of the "high cockalorums" of the different roads tried to frown the thing down for fear that they would lose their grip and power—but great trees from little acorns grow. From that little handful of eight or ten men that first got together on the sly in that little room at the Cass House in Detroit in August, 1863, and formulated a plan to make the engineers an independent class of men—how well they succeeded in their efforts and perfected the organization is well known to the world. From a handful of members forty-six years ago it has grown to a membership of some 65,000 and numbers in the ranks ninety per cent of the whole number of railroad engineers in the country.

The insurance association of the Brotherhood was formed in 1867 and has had a wonderful growth and prosperity. It has paid out more than \$19,000,000 in benefits and is carrying many millions of insurance.

More notable than any outward manifestations of the success is the great building that is to be erected by the Brotherhood for a permanent home at Cleveland, which will cost one million dollars. And they have the money and will build the building without any assessment of the members. The Brotherhood of Locomotive Engineers and the Order of Railway Conductors of America, of which I will speak in another paper in the near future, stand as organizations unique of the kind, and a beacon to their fellows.

## A Grandmother

BY H. MONTGOMERY.

Mrs. Mayo Savoy and Mrs. George Haviland had been enjoying a pleasant afternoon together. Mrs. Haviland had been visiting her sister for the past two weeks, and intended to prolong the visit for some time, as she did not come often. It was a rough afternoon outside, as a light snow had

fallen that morning and the unusual high wind was drifting it everywhere, and the walks which had been carefully swept earlier in the day were now almost invisible. The inclement weather outside made them nestle up close to the good warm fire which was burning brightly in the old-

fashioned fireplace, casting its warm glow throughout the entire room. Their conversation had been along the lines of reminiscences of their girlhood days and was of an optimistic nature. Helen Savoy was richly endowed with brilliant conversational powers which she could use with such skill, and in such an unassuming, charming manner, that her sister's moods of melancholy which was fruit from her somewhat pessimistic nature, melted before Helen's brilliant repartee, like dew before the morning sun. The loud ringing of the door bell brought their pleasant chat to an abrupt close, and Mrs. Haviland hurried to answer the bell.

"Is Mrs. George Haviland here," asked the boy whose appearance would indicate that he was nearly frozen with the extreme cold.

"Yes, I am Mrs. Haviland," she replied.

"Then I have a special delivery letter for ye's," he mumbled.

Mrs. Haviland took the letter and after signing the receipt, turned to her sister who had followed her to the door, and together they re-entered the cozy parlor.

Mrs. Haviland now opened and began to read her letter.

"Oh, Helen," she cried. "Fred has eloped with that Williams girl, and they are already married. Oh, it's terrible. My Fred married, and only a boy," wailed the now distracted mother.

"Perhaps it is not as bad as he states," said the optimistic sister.

"As bad? It could not be worse. The letter is from George, and he gives me the whole disgraceful thing in detail. Oh, I wish I was dead," bursting into a fresh flood of tears.

"Calm yourself, sister, as it will not do any good to worry this way," said Helen.

"Oh, Helen, you are not a mother and cannot understand what it is to lose a son," replied Mrs. Haviland.

"Helen, I will start for home—no, not home since my boy is gone; I will take the evening train and immediately wire George to meet me at the depot tonight," she said.

"Margaret, I think you are very unwise to rush off home now; why not wait a few days?" queried her sister.

"What would be the use now that my peace of mind is gone?" she replied.

The evening train found Mrs. Haviland aboard, homeward bound, not the happy woman returning to rejoin her loved ones, but a sad, sorrowful woman, whose life, in the past few hours had received a most crushing blow.

George and Margaret Haviland had been married twenty-two years and had one son, Fred, a strapping youth of twenty, the



BUILDING THE KNIGHT'S KEY BRIDGE.  
Florida East Coast Railway.

cause of the mother's present grief. They were a peculiar couple, in whose lives compatibility did not figure largely. George Haviland was of a weak, vacillating nature, and rather an unstable character with but little or no vigor, and as a consequence the training of the son had fallen wrongfully upon the mother. Margaret Haviland was a woman absolutely without tact, and whose fearless disposition coupled with a somewhat violent temper, which brooked no opposition whatever, ruled the household. While this was possible with the mild mannered man she had for a husband, it would never have been possible with a high-strung, sensitive man for a husband, but be that as it may, she was "captain of the ship." It would have been nothing less

than a miracle if her son had grown up to be an honor to them considering the peculiar training he had been subjected to. She, like many other kind and conscientious parents, felt that "training" and "whipping" are two words meaning practically the same thing, and acted upon that feeling. There always comes a day, and it had already come in her son Fred's life, when the boy fears no longer; then the question arises, what sort of a character have you formed in him? His habits he can change, if the motive is from without, not from within. She kept him in knee pants until he was ashamed to go among other boys of his own age, imagining that she was keeping him young and more under her control. It is not possible for any mother to attempt to watch her child, it makes no difference whether that child is a boy or a girl, for the mother cannot possibly have them under her vision at all times; all she can do is to carefully train and advise them and then trust.

Fred Haviland had been brought up under the watching system; at every turn his mother seemed to meet him with a club, ready at the entrance of each forbidden path, and frightening him back from it repeatedly, imagining that such tactics would imbue him with a taste for walking in the right path. There could be but one result from such impracticable training, the bondage which held him to the home surroundings would be rent asunder sooner or later, the opportunity to break them figuring largely in it. The opportunity had come during the mother's absence, and the result was the elopement of two immature young people, and a hasty marriage. Margaret Haviland's unfortunate temperament had lost to her the beautiful conception of motherhood, which is often summed up in four words—"let us be patient." Patience and gentleness should be the mother's watchwords, as nothing good can be hammered into the American character. The vacant place in the home seemed to turn

the mother's grief to anger. She thought of the untender hurry, to say nothing more of it, her son was in to tear himself away from the parental roof and to commit himself to strange graftings, and this case being heightened on account of his being her only son. She determined that he should, as far as it was possible to do, be cast out of her life, and in consequence the telegram from the boy for forgiveness was ignored and remained unanswered. His trunk was carefully packed with all his belongings and shipped to him, thus severing every tie that bound him to his former home. How her heart ached, the mother love rebelling against the unnatural course, but Margaret Haviland was a woman with an iron will and an unforgiving disposition, who always hewed to the line when she once made up her mind to do a certain thing.

\* \* \* \*

Three years had now passed since the son had so hastily deserted the parental roof, and no communication of any kind had passed between the two families; no overtures had been made on either side looking towards a reconciliation. The parents had heard indirectly that the young, inexperienced couple had had a hard time of it but no word had reached them direct announcing this fact, so no effort was made to investigate the matter.

One day a telegram came for Mrs. Haviland, and it read thus: "Mrs. George Haviland: Your granddaughter, Margaret, weight ten pounds, sends her greetings. Wont you come? Fred."

That night when the husband came home his wife met him with tears in her eyes. "George," she said, "I am a grandmother."

When we reach that time in life, when our grandchildren play around the knee, it's time to forget personal grudges; time to let love take the place of anger; time to let the child-like simplicity take possession of our hearts. Did this mother respond to the son's appeal for a reconciliation? Certainly she did.



# The Hudson-Fulton Celebration in New York

BY LOUISE B. FLANIGAN.

The week of September 25 to October 2 marked the time for the commemoration of Hendrick Hudson's discovery of the river that bears his name, in 1609, and of Robert Fulton, the inventor, who invented the first steamboat that churned the waters of the same river in 1807.

The metropolis was in the zenith of its glory and was in gala attire. "Old Glory" fluttered aloft from the towering skyscraper buildings and from the turrets of the vessels until it seemed as if the blue sky o'erspread with the red rays of the setting sun, piercing through the fleecy, snow white clouds, was one monster American flag hung from the heavens above. Holland's colors of blue, white and yellow, mingled with the red, white and blue, and America joined hands with Holland and made the celebration one of the grandest ever held in the history of the city. New York, with its population of 4,500,000 inhabitants and a floating population of a million and a half will give the reader an idea of the vast multitude of humanity that lined the streets and crowded the cars and buildings. The elevated railroad and the subway carried 2,586,000 passengers in one day and not one accident occurred in the transportation of so many. All the sailors, both American and foreign, were allowed to ride free on both those roads. The electrical display was dazzling in blaze and color and the streets of Manhattan were as bright at night as at midday; from the tall buildings searchlights flashed over miles of the surrounding country and out on the harbor where the big ocean liners were creeping into port. Brooklyn bridge and the other large suspension bridges were ablaze with hundreds of lights that danced on the waters below, where ferry boats and tugs were flying to and fro. Hudson river was alive with all kinds of water craft, from the little row boats and naphtha launches to the international group of warships—nine miles of these ocean forts, representing many nations, formed a gay flotilla as they rested peacefully at anchor on the calm bosom of the beautiful Hudson, "the Rhine of

America," and in the distance, Liberty, holding aloft her flaming torch, gazed silently down on the scene and the "dove of peace" hovered near.

"De Halve Maen" (The Half Moon) and the Clermont, both excellent reproductions of the original vessels, were moored in the center of the fleet; and looking out at the little "Half Moon" brought to our minds the story of Hudson, the brave navigator, who was sent out in his little vessel of ninety tons, forty-eight feet long, by the Dutch East India Co. to find a passage to the Indian ocean, and in September, 1609, she poked her little bow up the Hudson river and the Indians gazed in wonder at the strange intruder.

"The wondering Indian paused in awe

Along the cliff-side trail,

When Hudson spread before his eyes

The miracle of sail."

A few years later this brave man went to the far north in search of the pole and was cast adrift by a mutinous crew in a little dory to drift about helplessly and perish among the treacherous icebergs in the arctic seas. What a sad ending of such a brilliant life.

Robert Fulton, two hundred years later, invented the steamboat Clermont, 133 feet long, drawing two feet of water; a smoke stack which poured volumes of smoke from the pine wood that made the steam; her speed was five miles an hour, and we gazed at her paddle wheels like clappers splashing the water, our gaze reverted to the ocean queen, Lusitania, anchored near, and as we see the majesticalness of that palatial ship we realize the evolution of the steamer in a century.

"Two centuries sped by and then

As in a wondrous dream,

The white man gasped when Fulton

Did his miracle of steam."

No shaft of marble marks the grave of Robert Fulton, but every steamer that plies river, lake and ocean is a living reminder of this great man.

Among the ships anchored in the river

we see the Connecticut, Admiral Schroeder's flagship, also the Vermont, Kansas, Louisiana, Minnesota, Missouri, Idaho, Georgia, New Jersey, Nebraska, Rhode Island, Virginia, Wisconsin, Maine, Mississippi, Ohio, North Carolina, New York, Montana, Torpedo boat Dixie, and the auxiliary cruisers. Germany sent the Victoria Louise, Bremen Dresden; England her massive Inflexible, Drake, Argyle, Duke of Edinburgh; France was represented by her Liberte, Verite and Justice; Italy by her Etna and Etruria; and our neighbors, Mexico and Argentine Republic, sent the Maralos and the Pres. Sarmiento. The passing steamers were thronged with passengers who sailed around the fleet and waved a welcome to our foreign visitors and threw caresses to the men-o'-war-men of America; the bands played the national airs of each country respectively as they passed the vessels, and the colors were dipped as a greeting—the shrieking whistles of tugs and steamers added to their greetings. The dull drab color of the English and American vessels attracted considerable attention and in the gathering gloom o'er sea and sky there seemed to be no outline, just a vast expanse of grey.

The Palisades, lofty and majestic, loomed up on the west shore and the shade from their heights cast a shadow out to mid-stream and was met by the sunlight that beamed over beautiful Riverside drive and heights where the massive and impressive mausoleum of President Grant stood out against the sky; and over the dome a great airship encircled like a huge bird of prey ready to swoop down on some dainty morsel its bead-like eye espied. The rich tints of early autumn and the green trees and hillside added to the picture of nature a scene almost too beautiful to describe. As we look at the aeroplane and meet the deep, thoughtful eyes of a determined man we know that Wilbur Wright will accomplish another invention that will some day be a new mode of travel.

"In the centuries to come

What new astounding sight

Shall dim the wonders of today,

The miracle of flight."

His flight was twenty miles in thirty-three and one-third minutes.

The historical pageant was impressive and instructive, the civic societies marched in fine order and fifty-four floats representing the Aboriginal, Dutch, English and Revolutionary period, among them, The Legend of Hiawatha, The Purchase of Manhattan, Death of Nathan Hale, Capture of Major Andre, Washington Taking the Oath of Office, The Reading of the Declaration of Independence, The Sad Fate of Henry Hudson, and many others equally interesting; bands and drum corps played national and popular airs, and the affair was a great success.

The great military parade was a brilliant show and those who were able to witness it can never forget the passing show, 25,000 sailors and soldiers in line; first came a squad of mounted police, then a platoon of New York's "finest," as the police are called, then the sailors from the flagship Connecticut escorted the gallant British sailors and marines and "Tommy Atkins" brothers were loudly applauded along the line. Next came the "Kaiser's" sailor lads, who were also met with cheers; the French sailors and the Italians also were equally applauded; the gunboat crew from Mexico and the crew from the Argentine training ship received their share of applause—there was no distinction, each nation feeling that "Uncle Sam" had reached out his hand across the seas and welcomed all alike. Then came the sailors and marines from the American squadron, 10,000 strong, representing the United States, and with their natty little white caps and blue suits, their youth and power, the world itself must acknowledge that Uncle Sam's boys are among the bravest; the soldiers in their neat uniforms and the regulars in their new olive drab suits, the signal corps, the engineer corps, and the little volunteer life savers from the coast line, with their boats and breeches buoys, with the life preservers strapped to their shoulders, were greeted with cheers, the West Point cadets, our future generals and army officers, presented a fine appearance in their white trousers, gray coats and cockade hats, and marched in fine order, also the naval reserves and the veterans of the Spanish-

American war. And as we gazed down Fifth avenue at the brave lads passing through the "Court of Honor," with its massive white pillars festooned in flowers, they presented a scene one can never forget, flanked in line the bands of music stirring the patriotism in our hearts as the defenders of nations pass on and then a loud cheer rents the air and with fondest affection we see a little band of men with faltering feet and dimmed eyes and every one in that great crowd felt a throb in their hearts for the gallant G. A. R., the heroes of '61 to '65, and in the waning light of time, those men were thinking of the days fought with gallant Sherman and Sheridan, aye, and with noble Lee. All honor to them and to the North and South, to the "Blue and Gray."

Perhaps the most celebrated feature of the parade was a large American flag, the

largest ever made in this country; it was sixty-five feet wide and 100 feet long and on each large star was embroidered the name of a state. It contained 267,000 stitches which corresponded with the number of enlisted men in the Spanish-American war and was carried by 100 men, twenty-five on each side, and as it passed the crowd went wild. Flowers, bon-bons, handkerchiefs and novelties were thrown on its folds. Another flag of note was the International Peace Flag, typical of the occasion; it hung from the twin spires of the cathedral. A grand carnival and illumination ended the Fete in New York, but the celebration was extended all along the Hudson, to Albany.

The spectacular scene of splendor, the soldiers and sailors and the sweet strains of the music will linger with us ever in memory's hour.

## The Higher Ideals of Labor

Extracts from an Address Delivered by the Rev. Charles L. Stelzle, at the Annual Convention of the Glass Bottle Blowers of America, Recently Held in Milwaukee, Wis.

A long time ago, it was said, "The voice of the people is the voice of God," and many a newspaper has adopted this motto. The newspaper has not always voiced the sentiments of the people, but the people have always expressed the will of God. If any man would know what God is thinking about, let him keep close to the people. Mr. Gladstone once said: "I painfully reflect that in almost every great political controversy of the last fifty years, the leisured classes, the educated classes, the wealthy classes, the titled classes have been in the wrong." The common people, the toilers, the men of uncommon sense—to these we owe a debt of gratitude.

\* \* \* \*

Twenty-five years ago a famous French statesman said that the social problem is a fad upon which serious-minded statesmen should waste no time. Today, no thinking man will deny that the social problem is the most important which confronts us. There are thousands of men who are being deluded by the vain hope that if they can

abolish the labor union, they will have solved the labor question. These men forget that the labor union is not the labor question. If every labor union in existence were to be wiped out today, the labor question would still be present.

\* \* \* \*

You have been spending several days in the discussion of the details of your organization, and, like the rest of us, you have become so engrossed in these details that you may have forgotten the larger aspects of this labor movement of which you are so important a part. Sometimes the artist becomes tired and his eye becomes jaded so that he cannot distinguish the value of his colors. When he reaches such a condition, he lays down his brush and picks up a precious stone whose color never fades, and looks long and steadily at it until his sense of color comes back. He is then ready to take up his work again. That is what you and I need to do. We need to get away from the smaller things of life and obtain a larger vision and a greater

outlook so that our sense of values may return to us.

\* \* \* \*

Some day war shall cease, but if we wait until that edict comes from a so-called Peace Conference at The Hague, I rather think that our patience will be exhausted. Some day war shall cease, but it will be when the organized workmen of the world shall declare that they will no longer go out to shoot down their fellow-workers in order to satisfy the greed, the selfishness, the ambitions of their rulers, no matter who they might be. In other words, organized labor will call a great universal peace strike, for who suffers more than does the workingman, his wife and his children, during a time of international strife?

\* \* \* \*

You, who are here today, have had committed to you the destinies of the wives and children of the men who belong to your organization. During recent years there has been raised up for labor a standard which every man of us must reach, if we are to be of the greatest service to our fellows who have elected us to office. The employers of labor have been wise enough to secure as their representatives some of the brainiest men of the country. You are pitting your strength against theirs. They have an unlimited amount of money with which to fight you. You have only your brain power and the righteousness of your cause. Labor is playing a great game and it takes a great man to play it. It is a

man's game and it must be played in a man's way.

\* \* \* \*

The principles of organized labor to which I have referred, and many more of which I might speak, are Christian principles, the highest principles ever taught by any man. You may all be proud of the fact that you are labor leaders. At one time, such a designation was considered a disgrace. It is now becoming an honorable title. If I were not a preacher, I would aspire to become the best kind of a labor leader, and if I were to become such, I would hold my head as high as any man's, because I would feel that to me had been entrusted the future of vast numbers of working people, and it would require of me the very best that I could give.

\* \* \* \*

A little while ago, a Chicago trades unionist and his wife dedicated to the cause of labor their little eighteen months old baby. I have thought about that a great many times and I believe that the day will come when other parents will dedicate their children to the cause of labor as Samuel was dedicated to the temple service, and when Christian men will enter the work of the labor movement in the same spirit and with the same devotion as others who are consecrating their lives to the work of the Christian ministry, and when, in the name of God, they will fight the battles of our common humanity. No nobler task could come to any man, and that task may be yours.

## Prevention of Tuberculosis

### Fraternal Organizations and Labor Unions Unite to Save Members

Nine fraternal and benefit organizations with a membership of nearly 3,000,000, and three international labor unions with a membership of over 100,000 have joined the ranks of the fighters against consumption within the last year, according to a statement issued October 14, 1909, by the National Association for the Study and Prevention of Tuberculosis.

A year ago only one fraternal organization, the Royal League, and one labor union,

the International Typographical Union, maintained institutions for the treatment of their tuberculosis members. Since January 1st, 1909, the following fraternal and benefit organizations have taken up the consideration of tuberculosis, and in most instances have decided to erect institutions: Brotherhood of American Yeomen, Order of Eagles, Improved Order of Red Men, Modern Woodmen of America, Knights of Pythias, Royal Arcanum, Workmen's

Circle, Knights of Columbus, and Foresters of America. The international labor unions which have joined the fight against tuberculosis are the International Photo-Engravers Union of North America, the International Printing Pressmen and Assistants Union, and the International Boot and Shoe Workers Union.

The Modern Woodmen and Knights of Pythias have already opened sanatoria for their members who have tuberculosis at Colorado Springs, and East Las Vegas, New Mexico. The Workmen's Circle is about to erect a similar institution at Liberty, N. Y. The Royal League has maintained a sanatorium at Black Mountain, N. C., for three years. The other fraternal organizations mentioned have either appointed commissions to consider the advisability of erecting tuberculosis sanatoria, or are contemplating such action.

The first sanatorium to be erected for the benefit of the laboring men was built by the International Typographical Union in connection with its home at Colorado Springs. The International Printing Pressmen and Assistants Union have recently decided to erect a similar sanatorium, and steps are now being taken to open such an institution. The International Photo-Engravers Union, while not conducting a sanatorium of its own, pays for the treatment

of its tuberculosis members in institutions in various parts of the country. The International Boot and Shoe Workers Union are recommending to their members that they ally themselves with the various organizations united in the fight against tuberculosis.

All of these fraternal organizations, and labor unions are also carrying on campaigns of education among their members. In this way over 3,000,000 men and women are receiving instruction through lectures, through official papers, and by literature expressly prepared showing the dangers and methods of prevention of tuberculosis.

It is a campaign of prevention which will bring to these various fraternal and benefit organizations millions of dollars in the saving of lives and the cutting down of payments for sickness and death resulting from tuberculosis. The recent National Fraternal Congress estimated that fifty per cent of the death losses from tuberculosis could be saved by the various fraternal organizations of the country.

The National Association for the Study and Prevention of Tuberculosis has rendered all assistance possible to these various movements among the labor men and fraternal organizations, and stands ready to co-operate as far as possible with any society of this character.

## A Matter of Thought Transference

### A Story of the Rail

BY FELIX J. KOCH.

Latterly they have been doing some tall railroad construction work up on King Edward's big farm, to the north of us, and along with the armies of laborers, contractors and engineers who have gone into the Dominion for work in such capacities, there have been some very good story tellers, indeed.

Just to the south of Edmonton, as the trains ride over the interminable wheat-fields, one will hear many a good tale, as you sit back in the bench and listen, while the telegraph poles play catcher outside the

window and the water-tanks fly past, one upon one.

We were making the trip in company with the advertising manager of the given railroad. He was a professional "doper," as he put it, and he spun yarns that would set the hair on edge. But he told one that is worth repeating.

"It was shortly after we'd got the cars into operation into Calgary," he said, "and the immigrants were just turning head over heels to come in and take up the rich land open to homestead. We had quite a few

of them in the Pullman and one day one of these started to talk on thought transference. He told us what a wonderful subject was telepathy—how here, while we spun along, at around twenty miles an hour (he didn't know he was slurring me when he put the gait down so low) he might think of his brother in Cleveland and at that identical moment that brother would be thinking of him.

"He cited some wonderful examples, truly, and he gave the actual cases.

"A man dreamt his house was on fire, during his absence, and next morning he got a letter from his wife saying that everything had gone up in flame. An old farmer had bought a house; got a presentiment that there was money buried in the ceiling; dug and found it. Just at the moment he had had the presentiment a letter was being written him from an old lady up in Wyoming saying that years ago she had lived there—had buried her money there. In the haste of moving she had forgotten one sack of it and had always forborne to write the present tenant lest he simply find it—keep it—then say he knew nothing thereof. Now, however, she had been assured of Blanks' honesty and would trust him, etc., etc.

"Well, to cut a long story short, we laughed our friend to scorn.

"There was a man keeping a general store up at Medicine Hat, and a wheat-grower from Moose Jaw, myself, and a timid little immigrant from Waterloo, Iowa, in the crowd. The worst, and really the only poor class of immigrants we get, hail from that town. The last named didn't have much to say, except that he really doubted the assertion. He said he wasn't exactly from Missouri, but really, he'd 'have to be shown.' The others, however, took up the cudgels and we got our licks in return.

"The mental telepathist started with other examples—things so preposterous that a message from Mars wasn't in it. How a mother might concentrate her mind on her baby, at play in a distant sister's yard, and keep it out of danger. How an engineer might receive a message just when the foreman might want it delivered and

when the train was out of reach of the telegraph.

"The man got so aggressive in these stories he became offensive. Finally I dared him to substantiate them by proving *just one*.

"'I'm not a professional *charlatan*,' he replied, 'nor is it any concern to me whether you gentlemen believe or not. But I'll tell you, I'll lay an even hundred-dollar wager with each of you' (there were several more of us now, the conductor for one, and a tourist or two) that, with the mind in proper state, I can read your thoughts. To-night I'm tired, but on Thursday I must go back to Winnipeg and I'll tell you what I'll do. Some time in the early part of the trip, you folks come aboard, all of you, to be sure there's no trickery. Sit right here as we now are and write a short message—anything, any words you choose. Write it, show it to all, so there can be no mistake, and, if you want, each put in one word so that you needn't believe the message might be set together by any accomplice of mine among the rest of you. Then put it where you can all keep an eye on it. I promise not to go near it. Before reaching Winnipeg I'll know what you've written and tell you.'

"It was so preposterous we took him up. A hundred dollars looked good to me, and it did to the others. The money seemed so easy, I wrote them out passes so we could all be together to test it.

"Sure enough, on the given day, there on the train was our friend and the others. We went into the smoking compartment. He stayed back in the car. Each of us put in a word. It made nonsense, this message. I started with:

"*Rats*.

"*Eat*, added the Medicine Hatter.

"*Corn*, the Jawer set to this.

"*Eagerly*, was the word of the timid man, and he cowered as he wrote it.

"*When*, the conductor scribbled.

"*Hungry*, set the tourist, as *finale*.

"Then we sealed it and put it in the conductor's lock-box. We went back to our friend, triumphant. He only smiled and continued on with his cigar. The train bowled on through the wheat-fields. Now and then we would stop at some embryo

city, and we men got out and stretched our legs on the platform, or else went into the station for a doughnut or an orange at the lunch-counter.

"It was uneventful, this ride, but it was restful. After lunch our telepathist fell asleep. We played at poker, and then seven-up, and left him alone, much as a condemned man is shunned at the last obsequies. But about five we found him awake and with a broad smile on his face. He came in where we played and calling a half-dozen other passengers as witnesses (for the news of the experiment had travelled through the train) he said:

"Well, gentlemen, I will give you your message. It surely is nonsense—but here goes: *Rats eat corn eagerly when hungry.* Correct, isn't it?"

"We looked at one another and then one or two of us nearly fainted.

"My God, it's my last hundred too,' came from the little weakling. The Moose Jawite wanted to show he could keep a stiff upper lip and wrote a certified check, then and there. It was up to me to do the same, and I did. It came hard, too—it was a whole month's salary. The Medicine Hatter retired to the dressing room (said he couldn't get at his wallet here) and ponied up. The conductor wrote a writ garnisheeing his salary 'till the debt was paid. And the little fellow whimpered as he counted out ten ten-dollar gold pieces.

"The winner rang for drinks and cigars and treated the crowd. It cost him possibly twenty dollars—the rest was clear. Now I'll admit, gentlemen, it was wonderful, and it was not until they attempted the thing on the other big Canadian railroad and were caught that I learned the secret. Then it was simple enough. The innocent little 'better' was *defacto* a 'pal' of the telepathist, though they acted as if they'd never seen one another before. His difference in caste, his far inferior gar-

ments, his seeming aloofness from the telepathist—before and after—one and all threw us off the track. Now, when you have that fact in mind, you are a great ways on to unriddling the mystery.

"The accomplice saw the message—fixed it in his mind. Then, at the next stop, he left a message with the telegraph operator—a message written in the secrecy of the toilet-chamber—telling the exact words to a third accomplice at a town some hours beyond. Here, however, came the clever point of it. Accomplice number three went out, on a level stretch of track, and scattered little pebbles at intervals along, just enough to break the monotone in the roar of the train. Pebbles were in series, and warned the 'sleeper' to beware and be wise.

He looked out the window 'dreamily' and off in the distance a man with a mirror stood signaling. If any of us noticed him, we forgot him the next moment, believing it just some Northwest Police experiment. But the heliograph—the mirror—sent the message due into the windows, wigwagging it, as it were, in telegraph code, to the 'dozer.' Over and over and over again it was flashed, as long as the train was in sight, and on those very long prairies that is some distance indeed. The 'sleeper' saw it and caught it—then gave us time to forget the mirror man, and came in and took up the money. It was a neat 'swag' but in other sections it was often many times more. On tourist trains in the southwest, where the rich travel in numbers, he would turn a thousand some times in a trip. And no cost save railway passage between the two points.

"They caught on up in Canada lately, however, for you can't fool the same people twice as a rule, and the last I heard he was in prison.

"But I never see the glint of a mirror without thinking of the hundred I lost."



# "The Woman at the Well"

MRS. J. E. COOK.

"Ships that pass in the night  
And speak each other in passing:  
Only a signal shown; a distant voice in the  
darkness.  
So on the ocean of life we pass and speak one  
another:  
Only a look and a voice;  
Then all is darkness and silence."

At this time Lethario was only sixteen and being taught by the old masters at Sandow.

Now Sandow's masters were patterned after the old school, and if history is to be relied upon, (and who says it is not?) the ancient masters of knowledge were most perfect tutors. But somehow Lethario could not grasp the knowledge poured forth to him daily, and instead cultivated a restless longing for adventure.

In point of obedience, he was all that could be desired.

At last he decided to run away to sea.

Soon the bounding waves of the mighty ocean lie between him and parental protection. But the heart-broken parents can only pray that their son be restored to moral and industrious habits.

He saw many strange sights and wonders.

Bye and bye he grew sick of sea-life and decided to try land again.

On he wandered through foreign lands; many times he was hungry; many times he slept on the damp, cold earth.

Finally, good fortune favored him, for in consequence of his prepossessing appearance, he obtained an invitation to dine with some of the nobility. Here again good fortune would favor him; because of his brilliant description of his wanderings, the king was so taken with him that he offered him a flattering place at the court, with still a chance for advancement.

But he was again taken with that restless longing to be on the go, and alas! when wealth and fame beckoned him, he turned his eyes away; he spurned the offer.

He had always wanted to go to Rome. So now that opportunity offered, he decided to go there and visit the many curiosities of the Vatican.

But he continued to be dissatisfied.

After leaving Rome he was passing through a gorgeous Southern country, and stopped at a well at the roadside, near the

City of Gomorrah, to quench his thirst. A beautiful young woman greeted him there, and dipped with her own fair hands the water that refreshed him.

At last, he thought, I have found contentment; how lovely are her eyes; how graceful the poise of her head. How strange that I have never loved a woman, nor seen a beautiful one in all my travels. But this one is beautiful and I should be content to stay here always, if she would stay near my side.

And so he was loath to leave the place and lingered five days, every day visiting the well, in hope of beholding the fair picture of the woman at the well.

The evening of the fifth day he again visited the well but she did not come, and he became hopeless and despondent, and mounted his horse and continued his journey.

Beyond a clump of trees, a white dress fluttered. It was the woman. She saw a horseman rein in at the well, dismount a few minutes, then mount again, turn and madly pace down the road. She came on to the well, stopped, turned her eyes in the direction the horseman had gone, and mused: "Oh, that the fair stranger would come again, draw in rein here and let me quench his thirst." Then her eyes grew misty—but he never came again.

How like the missions of love speeding over the country! They pass one another en route—how near, and yet they never know—like the woman at the well.

The wanderer never knew how close he was to happiness.

After a few more years of wandering, his hair became white as snow. His steps became more feeble; but he carried his same restless disposition wherever he went. At last his wandering are o'er.

A cold evening in October an old man was found dead in the suburbs of London. He was taken to the morgue and there he lay unrecognized.

How near to wealth, and fame, and happiness, he had been. He had only to reach out his hand, and they were his.

Alas! it was all a rainbow tinted picture to him, and he watched it fade.

So ended the life and career of Lethario.

# Ladies' Corner

## Song

BY ALFRED NOYES.

O you beautiful land,  
Deep-bosomed with beeches and bright  
With the flowry largesse of May  
Sweet from the palm of her hand  
Out-flung, till the hedges grew white  
As the green-arched billows with spray.

White from the fall of her feet  
The daisies awake in the sun!  
Cliff-side and valley and plain  
With the breath of the thyme growing sweet  
Laugh, for the Spring is begun,  
And Love hath turned homeward again.

Where should the home be of Love,  
But there, where the hawthorn-tree blows,  
And the milkmaid trips out with her pail,  
And the skylark in heaven above  
Sings, till the West is a rose  
And the East is nightingale?

There where the sycamore trees  
Are shading the satin-skinned kine,  
And oaks, whose brethren of old  
Conquered the strength of the seas,  
Grow broad in the sunlight and shine  
Crowned with their cressets of gold.

Deep-bosomed with beeches and bright  
With rose-colored cloudlets above:  
Billowing broad and grand  
Where the meadows with blossoms are white  
For the foot-fall, the foot-fall of Love.  
O you beautiful land!

How should we sing of thy beauty,  
England, mother of men,  
We that can look in thine eyes  
And see there the splendor of duty  
Deep as the depth of their ken,  
Wide as the ring of thy skies.

O you beautiful land,  
Deep-bosomed with beeches and bright  
With the flowery largesse of May  
Sweet from the palm of her hand  
Out-flung, till the hedges grew white  
As the green-arched billows with spray,  
O you beautiful land.

—From "*Drake, An English Epic.*"

## Progress

He only is advancing in life whose heart  
is getting softer, whose blood warmer,  
whose brain quicker, whose spirit is enter-  
ing into living peace.—*Ruskin.*

## Temper

With "gentleness" in his own character,  
"comfort" in his house, and "good temper"  
in his wife, the earthly felicity of man is  
complete.—From the *German.*

## Toast to Woman

The following beautiful toast to woman  
is said to have been given at a banquet in  
Philadelphia, on April 17, 1881, by a man  
who had been a hard drinker, but who had  
renounced the wine cup and had become  
prominent in the legal profession:

"I should like to propose a toast to-night,  
although a total abstinence man myself—a  
toast to woman. To be drunk, not in liquor  
of any kind, for we should never pledge a  
woman in that which may bring her hus-  
band reeling home to abuse where he  
should love and cherish, sends her sons to  
a drunkard's grave, and her daughters to a  
life of shame. Oh, no; not in that, but  
rather in the life-giving water, pure as her  
chastity, clear as her intuitions, bright as  
her smile, sparkling as the laughter of her  
eyes, cheering as her consolation, strong  
and sustaining as her love—in the crystal  
water I would drink to her that she would  
remain queen regent to the empire she has  
already won, grounded deep as the universe  
in love; built up and exercised in the homes  
and hearts of the world; I would drink to  
her, the full blown flower of creation's  
morning of which man was but the bud and  
blossom, to her who in childhood clasps our  
little hands and teaches us to lisp the first  
sweet prayer to the Great Father, who  
comes to us in youth with good counsel  
and advice, who in manhood meets our  
heart yearnings with the faithfulness of  
conjugal love, and whose hand, when our  
feet go down in the shadow, gently  
smoothes the rough pillow of death as none  
other can; to her who is the flower of  
flowers, the pearl of pearls, God's latest,  
best and brightest gift to man—woman,  
peerless, pure, sweet, royal woman."

## Bottled Feathers

The best way to keep plumes, especially  
nice ones, from one season to another is to  
place them in glass jars, fastening the cover  
securely. If white ones are put away in  
this manner sprinkle them with magnesia,  
and when removed for use they will be  
light, clean, and as fluffy as when new.

## A Pretty Window Decoration

Take a good sized cheap sponge and,  
after wetting, place in a saucer or dish  
of a size so that the edges of the sponge  
will protrude over the saucer. Sow or  
sprinkle flax seed liberally in the sponge  
and keep moist. Within a few days the  
seeds will sprout, the tiny flax plants grow-  
ing out of the crevices in the sponge.  
Within a week or so the sponge will be  
entirely hidden, and in its place a ball of  
solid green. This can be used for a window  
or table decoration, and will last some time.

**That Truant Ship**

A child made a ship of a leaf and a chip,  
And gravely set it afloat,  
Then clapped his wee hands as he danced  
on the sands  
And shouted good-by to his boat.

The captain and crew, of course, never  
knew,  
As calmly they floated away,  
Of the treasures untold down deep in the  
hold  
Of that toy ship of one summer day.

For the ships of a boy are freighted with  
joy,  
And enchanted, you know, is the sea;  
And with faith most sublime he will say:  
"Yes, some time  
Those ships will all sail home to me."

Now this little boy said as he wagged his  
wise head:  
"You must find lots of gold if you can,  
Then from over the sea you must come  
back to me,  
For I will be six and a man."

Ah! some boys are men before they are ten,  
Some never to full manhood grow—  
'Tis the honor, the truth, not the years or  
the youth  
That makes for true manhood you know.

The brooklet still sings the song of the  
springs  
As it did in those bright days of old,  
But the brave little man has altered his  
plan  
Nor waits for his shipload of gold.

He has learned that the brave do not wait  
for a wave  
Or a tide to set them afloat  
That, a goal to be gained or a harbor at-  
tained,  
Each man must pull his own boat.

—T. H. Kendall in *Record-Herald*.

**A Hint and a Hump**

A woman there was, and she wrote for  
the press, as you or I might do. She told  
how to cut and sew a dress and how to  
cook many a savory mess, but she never  
had done it herself, I guess, but none of  
her readers knew. She told how to comb  
and dress the hair and how out of a barrel  
to make a chair—'twould adorn any parlor  
and give it an air—we thought the tale was  
true. Oh, the days we spent and the nights  
we spent, with hammer and saw and tack,  
in making a chair in which no one would  
sit, in which no one could possibly sit,  
without a crick in the back.—*Economical  
Housewife*.

**The Cult of Old Furniture**

The high prices paid for various speci-  
mens of Chippendale at Christie's recently  
admirably illustrate the insatiable passion  
of the collector for the rare and old and the  
change in fashions. Sixty or seventy years  
ago no one took any burning interest in  
Chippendale chairs and settees. That was  
the age when they were being banished to  
the lumber room or the cheap furniture  
shop, to make way for the hideous products  
of the early Victorian era, which surely  
descended to the nadir of bad tastes. Now,  
a sale of Chippendale, especially when the  
specimens are well known and have a trust-  
worthy history, moves the whole world of  
connoisseurs. Famous dealers attend and  
engage in Homeric encounters to secure the  
trophies. Thus the battle between two  
dealers eight years ago for the possession  
of a pair of Chippendale chairs resulted in  
the price of 1,050 guineas being paid—a  
record for pieces of that size.

Chippendale was an artist who did not  
create but borrowed. Much of his work  
reflects the excesses of the Louis Quinze  
style, with its florid insincerity and super-  
fluity of ornament. Recent sales, however,  
have proved that the florid and insincere  
still commands an immense price when it  
is old. Yet Chippendale could produce  
exquisite work when he was happily in-  
spired.

The Old English clock sold recently for  
460 guineas would have done credit to any  
craftsman, and the same may be said of the  
beautiful cabinet which went for 1,400  
guineas. Still, though collectors may prize  
his works and pay fabulous amounts for  
them, it is not he, but Heppelwhite and  
Sheraton, his successors, who have exerted  
the enduring influence on English furniture.  
They returned from the baroque to severity  
and simplicity and they showed that the  
truest art lies in the concealment of art.  
They gave us furniture marked by dignity  
and repose.

The cult of the ancient affords great  
chances to the bargain hunter. There are  
fine pieces of good work still to be found in  
the little shops off the beaten track. Of  
course, there is little prospect of picking up  
1,400-guinea cabinets "for a song" in these  
days, but there are minor finds of import-  
ance to be made by those who have knowl-  
edge and persistence. Here and there, too,  
in the lofts and lumber rooms of old farms,  
specimens of the great cabinetmakers' art  
may even now be discovered. It is in this  
direction that the romance of collecting  
lies. Any millionaire may obtain, with the  
expenditure of thousands, the treasures of  
the auction rooms, but the skillful and  
enterprising man of modest means can grat-  
ify his taste if he is ready to devote some  
time and trouble to the task.—*London Mail*.

**Wadsworth Up To Date**

She was a Fantom of a Fright  
When first she gleamed upon my sight!  
A shapeless shape in scanty dress  
To haunt, to startle, to distress.

I saw her upon nearer view;  
The things that woman had to do!  
She had to breathe a certain way,  
And walk and walk for miles each day.

She couldn't eat a thing that's good  
For human nature's daily food,  
But just some hygienic stuff,  
And stop before she'd had enough!

You'd think no one, however thin,  
Her sheath-like garments could get in;  
E'en if you understood the cult  
You'd be surprised at the result!

A perfect woman nobly gowned,  
With hips scarce thirty inches round!  
A slotlike form, a halting gait,  
And something like an angel's weight!

—*Harper's Magazine.*

**The Sewing Machine**

The invention of the sewing machine is one of the most interesting evolutionary romances in the history of human progress. Stone, Henderson and Greenough had experimented extensively with the double pincher idea, one to seize the needle below and one above. Heilmann used a double pointed needle, with the eye in the center, and Thimmonier and Ferrand had invented a chain stitch machine. In 1834 Walter Hunt originated the extension arm idea with a needle similar to the one now in general use, but before he applied for his patent in 1854 he had been forestalled by Elias Howe, who will always be known as the inventor of the sewing machine. If Hunt had not been so great a laggard he might have won fame as an inventor, but Howe is entitled to all the credit that has been given him. Like all great inventions, however, the sewing machine was the product of many minds.

**A Woman's Age? Forget It**

Man has no right to question woman's age—to even think about it. A woman, b'ess her, is as old as she makes out or makes up and not a day older. Man is out of his latitude when he begins trying to locate woman's age longitude. It is her privilege to conceal her age in any form or manner she may choose, and it is man's prerogative to assist her as much as possible rather than hinder or question her in any way. Man owes it to himself to see that she is supplied with every means of concealing her age or any new wrinkle which she chooses to keep from the gaze of the over-curious public. Man is not supposed

to be young or beautiful. He couldn't be if he wanted to be and wouldn't be if he could. With woman it is different. She wants to be and can be and is, whether she wants to be or not, and it is a whole lot better for her and for her admirer or admirers, as the case may be, that her age be carefully guarded under that charming veil of mystery which should ever be hers by right of possession. Forget that she has an age, brother, and you will be happier, and so will she, but don't, for heaven's sake, forget that she has a birthday.—*Boston Herald.*

**New Born Gypsy Babies**

Some quaint gypsy birth and marriage customs are recounted by Mr. E. O. Winstedt in the current number of the *Journal of the Gypsy Lore Society*. From among the rites which the new born infant has to undergo he cites the following:

Holding the child over a large open fire. (Hungary.)

Smearing the child with walnut juice and a decoration of herbs before a fire or in the sun. (Mid-Europe.)

Sprinkling some drops of a drink of brandy, water and herbs on the child's bed, and placing three pieces of bread on the bed for the three goddesses of Fate. (Hungary.)

After this quaint ceremony the child is taken outside and laid on the ground: a circle is drawn around it by a witch-wife with a hazel wand or a new wooden spoon; and in the circle coal dust and snake powder are sprinkled.

"Whether they speak harshly to the little child if it sneezes under that provocation," continues the writer, "is not stated; but if it cries, that is taken to be an omen of coming sickness."

In the ceremonies which are further indulged in to avert the coming evil the throwing of nuts and millet seed and various washings and burnings have place.

In all cases the people's own forms and ceremonies are counted more important than those of the Church. The church marriage ceremony is not considered binding among the gypsies of many countries. Among the objects and actions which enter into the civil marriage rites are:

A broomstick and tongs.

An earthen jug of red wine wreathed in flowers.

The exchange of rings.

The throwing of wine glasses over the shoulder and against the wall.

Trampling a wooden wine vessel to pieces by the bridegroom.

The bride's taking of a pail of water to the bridegroom's tent. (Symbolical of subjection).

The slaughtering of sheep.

Sweetmeats, eggs and fruits.—*London News.*

**Household Hints***Hair for Darning.*

To darn a tear invisibly in silk or wool, use a fine needle and a human hair.

*The Handiest Piece Bags.*

A scrap bag that can be opened out flat and the contents examined without emptying on the floor is made by cutting the goods oblong or round in shape of the size desired. Then put a casing around the edge and run in two cords or tapes.

*Screen in Registers.*

Cut pieces of wire screen the size of the openings of the hot-air pipes under the registers, and place one over each opening. This will save the loss of many small articles which can slip through the gratings. It also keeps a good deal of dust and lint from collecting in the pipes.

*Death to Cockroaches.*

A strong solution of common poke root mixed with dark molasses, equal parts, boiled to a syrup and spread on bread is sure death to cockroaches.

*To Clean Neckwear.*

The daintiest neckwear which is impossible to wash, if left over night in air-tight vessels of gasoline, will look fresh and clean when carefully dried.

**Invalid Cookery***Pasteurized Milk.*

Put milk in bottles and cork with plug of cotton. Set bottles into vessel holding water to the height of milk in bottles. Heat water to 160 degrees Fahrenheit and keep at this temperature for twenty minutes. Remove bottles and cook quickly.

*Albuminized Milk.*

Put white of an egg and one cup of milk into a covered glass jar. Shake until egg is thoroughly mingled with the milk. Sweeten and flavor to taste.

*Beef Tea.*

Chop meat finely. To each one-half pound add one-half cup cold water and a little salt, heat slowly and strain. May be made in glass jar or double boiler; or let prepared beef stand for one hour in cold water (one-half cup cold water to one-half pound beef). Strain, heat juice and add another half cup cold water and let stand for two hours or longer in cool place. Strain and heat when desired.

*Cup of Tea.*

One teaspoon tea. Three-quarters cup freshly boiled water, heat cup and pour in boiling water on tea, cover and let stand in warm place from three to five minutes, strain into a hot cup and serve.

*Oat Meal Gruel.*

Four tablespoons oat meal.

One-half teaspoon salt.

Two cups boiling water.

Stir into boiling salted water, cook two hours in double boiler, strain and add milk and sugar to taste. If gruel is not strained, double time of cooking.

*Orange Cream.*

Beat yolks of an egg with one tablespoon sugar, add one-quarter cup orange juice; cook in double boiler until thick and smooth. Add beaten white, remove from fire and stir until of uniform consistency. Serve in sherbet glasses, cold.

*Egg in the Nest.*

Separate white from yolk, beat white until stiff and dry, then pile it on a slice of toasted bread from which the crusts have been removed and which has been buttered and moistened with a little hot water. Make a hole in the center of the white, drop in the yolk, sprinkle with salt and add a small bit of butter. Set in a moderate oven to cook the yolk and delicately brown the white.

*Orange Jelly.*

Three-quarters tablespoon granulated gelatin.

One-quarter cup cold water.

One cup boiling water.

Two cups sugar.

One cup orange juice.

Juice of one lemon or one-quarter teaspoon grated yellow rind of orange rubbed in sugar.

*Rice Gruel.*

Two tablespoons boiled rice, cooked in two cups milk for one hour in double boiler. Rub through strainer, season with salt and pepper. Add beaten yolk of egg.

*Egg Nog.*

Beat yolk until thick and yellow, add one tablespoon of cream, one-quarter teaspoon salt and a few grains of white pepper. Beat white until stiff and cut and fold into yolk.

One-half tablespoon lemon juice and one teaspoon powdered sugar may be used, with cream, salt and pepper omitted.

**Sparklets**

A strong woman demands rights; a weak woman seeks privileges.

Modern women are no longer contented with developing purely womanly virtues; they seek to develop human virtues.

Ignorant men ridicule the woman's movement. Narrow-minded men combat the woman's movement. Intelligent men study the woman's movement.

Under the most expensive hats you will often find the poorest brains.

# Editorial

## Holiday Greetings

"At Christmas play and make good cheer,  
For Christmas comes but once a year."

In all civilized countries the annual recurrence of Christmas has been celebrated with various kinds of festivities. The day, December 25, was first set apart by the Christian church as a festival in commemoration of the birth of Jesus Christ and has now become the one feast day of all those marking the year's progress which comes nearest to world-wide celebration.

In England it was the custom on Christmas eve to light large candles and throw on the hearth a large "Yule Log" or "Christmas Block" and, in the homes of the well-to-do, an officer named the Lord of Misrule was appointed to superintend the revels. The favorite amusements which he superintended were gaming, music, dancing, conjuring, dipping for nuts and apples, blind-man's buff, etc. This is, it is believed, still the custom to a very limited extent in this day and age, but the practice in many homes in this country is to have a Christmas tree with decorations and presents for the immediate members of the family thereon, and the children's stockings are hung and labeled on Christmas eve so that "Santa Claus" shall make no mistake in the distribution of his gifts. And at the churches are held appropriate services in the morning, and in the evening the Sunday-school scholars and teachers assemble to view the Christmas tree and receive their presents from the hand of "Old Santa," the

real and only one; and the parents who attend—well, they, too, are young again, "just for tonight."

To those who work to enable them to live, the coming Christmas should bring some good cheer in the improved business conditions that are crowding to one side the business depressions of the past two years. The world is being more than ever interested in the burdens that have been carried on the shoulders of those who toil for wage, and labor is more thoroughly appreciative of its wrongs and more thoroughly united in intelligent effort toward their righting.

We are optimistic enough to believe that the world is growing better every day; that the cause of Christianity is gaining strength; that labor is gradually coming into its own; that the percentage of crime in our land will decrease; that in our own railroad field there will be a wonderful improvement; that the number of accidents through carelessness and kindred evils will in a marked degree be lessened and that our readers shall solidly unite to this end.

May the coming Christmas day bring joy and gladness to every heart; may He who tempereth the wind to the shorn lamb give sympathy and aid to any in affliction and distress; and may the New Year now approaching be the best in the history of our Order and its members, full of blessings growing richer and richer with the coming years, is the wish of THE RAILWAY CONDUCTOR.

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## Favors Railroad Organizations

From time to time during the past few months persistent effort has been made to mislead the public about the actual relationship existing between railroad organizations and railroad operating officials, the evident intent being to misrepresent and discredit the efforts of railroad organizations in protecting their membership in

agreements covering wages and conditions of employment and unmerited discipline.

A man by the name of Fagan who, we understand, is employed in a signal tower somewhere in the east has been busily engaged in writing articles about what he thinks he knows of railroad organizations menacing the enforcement of necessary dis-

cipline. He seems to have some literary ability but from the way he has crossed his wires in advancing some amateurish theories we are led to believe that he knows but little of what he has written, other than what has been put into his mind by some narrow-minded and prejudiced official.

It is not the purpose to discuss Mr. Fagan's writings in detail—that has been heretofore done, in other publications as well as ours—but we have only made mention of his apparent disposition to misrepresent, that we may bring to the notice of our readers an opinion of Mr. W. J. Cunningham, who is officially connected with the Boston & Albany railroad, as expressed in an article in a recent issue of the *Atlantic Monthly*.

Mr. Cunningham speaks of the reasons for which railroad organizations were formed and we believe that all of the managing officials in this country who have risen from the rank and file of train and engine service will fully agree with him. We read:

"In the earlier days of railroading the superintendent and master mechanic were vested with autocratic powers. Employees were not generally conceded the right to appeal from a decision, however unfair, and the very nature of this supreme authority over employees tended to make subordinate officials inconsiderate. In the promotion of men, merit was ostensibly the standard; but while it was observed in the great majority of cases, the service was permeated by the evils of favoritism. In many cases subordinate officials were swayed by family, political, or religious or other considerations. In frequent changes of officials it was not uncommon for the new official to bring with him a number of engineers, conductors, or other employees, who, he believed, would be of special service to him, but who seldom were any better workmen than those displaced. In many instances, too, discipline was meted out according to varying standards, the 'favorite' being more leniently dealt with than the employe with a personal standing relatively lower \* \* \* It is possible that this factor is exaggerated in its bearing on the development of railroad labor unions, but seven or eight out of ten men, if asked the principal functions

of their organization, would answer, 'To prevent favoritism.'"

Mr. Cunningham has very correctly stated one of the reasons for the organization of men engaged in handling trains and engines and one of the reasons for the placing of a clause in working agreements between the men and the companies governing promotion according to seniority.

Mr. Fagan insists that promotion under the seniority clause of an agreement is a detriment to the service, when the facts are that in ninety-five per cent of the working agreements between the Order of Railway Conductors, and our sister organization the Brotherhood of Railroad Trainmen, and the railroad companies state that promotion shall be based upon age or seniority in service, merit and competency being equal.

On the subject of seniority as laid down in agreements, Mr. Cunningham writes as follows:

"In appearance this rule subordinates personality and ability to length of service. It places the ambitious workman on the same plane with the man of mediocre ability. It tends to make 'average' men instead of developing individuality. *But it was the result of favoritism of years ago*, when the older, more experienced and more competent men were held back for the younger and more favored. If discriminations of the kind had always been based upon merit, the deep-rooted objection might not have developed. Unfortunately, however, promotions and appointments were often dictated by other motives, and caused such resentment that the whole strength of the organizations was focused on the eradication of favoritism and the recognition of the seniority principle. Their efforts were successful, and now the oldest man has the choice of runs, provided always that the superintendent considers him competent. The saving clause which makes the superintendent judge as to the qualifications is carefully observed. The prerogative of denying a man promotion, when the superintendent is convinced that he is unsuited, is frequently exercised. Seniority prevents favoritism on the part of the subordinate officials. It guarantees to the employe that every year of faithful service is an

investment which will bring him sure returns. The employe's stock-in-trade is his experience, his years of service, and his record; and according to these he can command a good, fair, or poor run. It is plain that employes as a body will give better and more loyal service and place a greater value on their positions, when assured of fair treatment, than when disheartened or embittered by personal discrimination. *The great desideratum in train service is a contented and loyal body of men*, and the seniority rule contributes materially to that end. Its objectionable features are susceptible of such measure of control, by effective supervision and by care in selecting new men, that conservative operating officers have become convinced that in the seniority rule the good outweighs the evil.

The rule of promotion by seniority was caused by, and has corrected, favoritism. It promotes loyalty and peace of mind in the rank and file, and on that account its objectionable features may profitably be overlooked for the greater gain."

In his discussion of an employe's right of appeal Mr. Cunningham says:

"The majority opinion of operating officials is that they do not object to an employe or a committee exercising the right of appeal. It is not embarrassing to them, nor has it an adverse effect on discipline. It is much more embarrassing to have to punish a man at all. The possibility of appeal does not deter the superintendent from imposing discipline when such is deserved, but it has the effect of making him more judicial, and certainly prevents him from showing prejudice, should he be so inclined. A few superintendents, by their very nature, are poor disciplinarians, and it will be found frequently that they have the most to say about the alleged demoralizing effect of labor unions. A superintendent possessing the qualities essential to the successful handling of men seldom complains about committees or unions."

We recall a case that came to our notice of a freight conductor whose superintendent had barred him from further promotion. The local chairman, upon investigation, found that one of the superintendent's reasons was that the conductor was a little too slow for passenger service; as a

matter of fact that conductor had been running a very heavy local freight run for several years with splendid success and not a debit mark of any kind against his record. Another reason was a slight foreign accent—scarcely noticeable. Upon appealing the case to a higher official, the superintendent was promptly overruled and the conductor given his proper promotion. But where would he have "come in" without recourse to an appeal?

Mr. Cunningham plainly states what he *knows* of the agreement; how constructed and by whom; how committees are recognized; who signs the agreement; that the company usually has the agreements printed and distributed to all officials and employes interested therein. This is somewhat different from Mr. Fagan's reference to the agreement as a secret paper with the implied idea that the management has practically given up the right to properly control and discipline its men.

Mr. Cunningham takes up the subject of train accidents and their causes and shows that the cause of train accidents is due more to defective discipline and management than to the influence of organizations. We read:

"It must not be forgotten that an employe has an intense personal interest in train accidents. If he contributes to their number he materially increases his risk of personal injury. If he has fewer accidents, he stands less chance of loss of life or limb. There is, therefore, the most effective motive for using care, although with some employes it is not appreciated to its fullest extent. It is true, unfortunately, that some accidents are due to lax discipline; and where lax discipline is responsible, it will be found in the greater number of cases *that the cause is as much one of management as of labor organization influence*. A superintendent who fails to maintain effective discipline will seek to find a reason which will not reflect upon himself, and it seems to him that the brotherhoods are the real cause, overlooking the fact that on neighboring lines, with the same character of employes and the same physical and working conditions, good discipline and esprit de corps exist.

*A poor disciplinarian will have trouble with labor organisations, but he would have trouble also if the men were not organised."*

In connection with agreements we have to say that after an examination of a very large number of working agreements we have yet to find anything that protects an individual employe in the smallest degree who may be disciplined or discharged for violation of a company's rules or proven disloyalty to its interests.

Mr. Cunningham says in conclusion that:

"Railroad managers generally recognize that the railroad brotherhoods, wisely constituted and conservatively managed as they are today, are not without advantage to employer as well as to employe. It is plain to every one that such organizations have come to stay, and the condition is generally accepted. The relations generally between railroad managements and committees are harmonious and co-operative; the committees make frequent suggestions in line with better and safer service, and the management occasionally uses the commit-

tees to get information or instructions before the employes which might not be so effective if promulgated officially.

"Finally, taking all things into consideration, including the universal tendency to centralize, I believe that the railroads and the public have nothing to fear from the railroad brotherhoods, as now organized and conducted. The public has a right to look to railroad managers to maintain proper discipline, and the railroad managers have it within their power to maintain proper discipline. The solution of the problem of eradicating the defects to which attention has been called lies in closer, more friendly, and more reciprocal relations between the managements and the organizations. Tangible progress has been made to that end, and the outlook for further progress is promising."

Managing officials throughout the country can offer no reasonable objections to Mr. Cunningham's paper and **THE RAILWAY CONDUCTOR** and its readers most fully appreciate the fair and manly discussion on a most important subject.

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## Some Train Accidents

The latest accident bulletin of the interstate commerce commission for the quarterly period ending June 30, 1909, contains the welcome information that "In the total number of passengers and employes killed in train accidents (mainly collisions and derailments) the present record (99) is the lowest that the quarterly bulletins have ever shown. \* \* \* \* The revival of business, tending to increase the liability to accident, continued during the quarter now under review; but, as in the quarter ending with June in previous years, conditions favorable to freedom from accident appear to have been more pronounced than at any other times of the year." This is certainly an encouraging report and would seem to indicate that those directly interested in train movements are becoming alive to the necessity of assisting in the reduction of preventable accidents, notwithstanding the increased volume of business.

But there are still some things being recorded in the bulletins showing the need of increased effort toward further reduction in the list of accidents. We quote from the commission's report how some of the foolishness occurred:

"Collision No. 2, due to lack of care on the part of a signal repairman, occurred at 11 p. m. A contact spring having been broken in an electric interlocking machine, the day repairman was called out at this hour to correct the fault. In order to put in a new spring he had to loosen certain wires, and one of these wires accidentally came in contact with another in such a way as to complete the circuit which energized the motor to turn a switch; and this occurred just as a locomotive was approaching the switch. Being turned on to the wrong track, the locomotive collided with another which was passing at that moment.

"Collision No. 4 was due to the neglect of a block signalman to display a stop signal. This signalman, at B, on receiving word from A that engine No. 5 was ap-

proaching called the signalman at C, and having received proper authority from him displayed his signal in the positions to permit engine No. 5 to proceed to C. Immediately after doing this he received from the dispatcher an order to be delivered to engine No. 5. In receiving this order he gave to the dispatcher the regulation symbol indicating that he had displayed his signal in the stop position to stop engine No. 5; but in point of fact he had not displayed it, and did not. In a case of this kind he should also have displayed a red flag in addition to the fixed signal, but this also was neglected. The collision was due to the nondelivery of the order. This signalman was 34 years old and had had a number of years experience as a telegrapher, but he had been in the service of this company at this place only one day.

"Collision No. 5 was a butting collision between freight trains, due to misreading of a dispatcher's order by the conductor and engineman of one of the trains. This order was to the effect that No. 52 was annulled from E to D; but in reading the order these men read '53' instead of '52.' The figure '5' and the figure '2' were run together in such shape that it was impossible to take the '2' for a '3.' Aside from any question as to the legibility of the writing, the wording of the order was such that it should have put these men on their guard, for train No. 53 was running in the opposite direction from train No. 52. In other words, to say that No. 53 was annulled from E to D was a contradiction in terms, as No. 53 was running from D to E, and odd numbers were used exclusively for trains running in that direction. The number of the train was not written out in words. Neither of the men had read the order aloud to any one, nor had either of them heard it read aloud.

"Collision No. 6 was due to neglect in flagging, coincident with the failure of an automatic block-signal mechanism, which allowed the block signal to indicate clear notwithstanding that the section was occupied by cars.

"The collision occurred at about 2 a. m. An eastbound freight train, entering a sidetrack about 1:10 a. m., to make way for a passenger train, which was westbound, was so long that when the engine stopped at the east end of the sidetrack, clear of the main track, the five rear cars of the freight train still fouled the main line. The rear brakeman signaled to the engineman to move farther ahead, and he did move a short distance; but still not enough to clear the main track at the rear. The rear brakeman then went back to signal any train that might be following. The conductor assumed that flagging against the train from the east would be attended to by the brakeman at the front end of the

train, but this was not done. The automatic block signal, fixed near the east end of the siding, giving indications for westbound movements, indicated all clear, and the passenger train therefore proceeded past the signal at about 35 miles an hour, and the engineman did not see the obstructing cars until he was within 400 feet of them.

"The failure of the block signal to indicate stop was due to defective insulation on a binding post in the electric motor, the insulating material having become carbonized. With this insulation gone a short-circuit was caused which energized the motor, and thus the signal was held in the clear position notwithstanding that the track relay was open.

"Collision No. 7, due to forgetfulness of a telegraph operator, occurred at 6 p. m. The operator had received an order for a certain train, and had set his signal in the proper position to stop the train. The train, however, did not arrive for about twenty minutes, and when it approached the operator changed the signal to indicate 'proceed,' in entire forgetfulness of the presence of the order. Of this forgetfulness the operator can give no explanation. In this case the office was provided with a 'telltale device' intended to prevent just such forgetfulness, but this the operator did not use. The device consists of a metal disk, having the appearance of a flag, which, when there is an order on hand to be delivered, is fastened across the rope which holds the signal in the stop position. The disk is colored red and is intended as a reminder to the operator in case he shall attempt to pull the signal to the proceed position without thinking of the order. When there are no orders on hand the disk is turned to a different position, and shows white instead of red.

"Collision No. 8, between an eastbound freight train and a westbound passenger train, was due to a mistake in reading the time-table. The passenger train had just left the station at M, when it was met by the freight, which should have reached the station and cleared the main track before 8 p. m. The passenger train was about one and one-half minutes late, and the collision occurred at 8:03. The passenger train was moving slowly and the engineman succeeded in stopping his train, but the freight was running about 30 miles an hour, a curve in the line obscuring the view. The engineman of the freight testified that he read the time of the passenger train at that station as 8:10 instead of 8. The conductor makes the same statement. These men, however, did not compare their readings; one of them claimed to have examined the table two stations back and the other five stations back. The brakeman on the forward end of the freight claimed to have for-

gotten all about the passenger train; the brakeman at the rear end says that he heard the conductor say that the passenger train was due at M at 8:10.

"Collision No. 9 was a butting collision of freight trains caused by an error in issuing an order from the dispatcher's office. At the time the dispatcher began the preparation of the order for the meeting of these trains, westbound extra No. 9 was proceeding from A to B, with orders giving it the right of road to B and no farther. Eastbound extra No. 7 was at B without orders to proceed farther. The dispatcher in issuing his order intended to provide that the two trains should meet at B, but in some manner, which is reported as unexplainable, he named A instead of B. The order was sent only to B. It was repeated by the operator there, but even after the repetition the dispatcher did not discover his error. He had not written out the order before transmitting it. Extra No. 7, on receiving the order, started eastward and met extra No. 9 after proceeding a short distance. This dispatcher had been employed on this road about five years and on other roads eleven years. His record up to the time of this accident was absolutely clear.

"Collision No. 12 was due to an error on the part of the train dispatcher in issuing meeting orders, and it occurred between the switches at the appointed meeting station. The operators who delivered the meeting orders to the trains were also held responsible, as they should have detected the dispatcher's error. The dispatcher sent an order to the eastbound train at B to run to T, the next telegraph station, 'except hold main line and meet' the westbound at D, which is an intermediate nontelegraph

station. He then sent an order to the westbound at T to run to B 'except hold main line and meet' the eastbound at D. The dispatcher's error was in directing both trains to hold the main line, his intention being to require the westbound to enter the sidetrack. The operators at B and T are required to control the movements of trains between these stations by the telegraph block system, and in cases like this, where trains are to meet at the intermediate nontelegraph station, to give suitable directions as to which train shall take the siding and which shall continue on the main line, doing this in accordance with the instructions in the dispatcher's orders, which go through the station operators' hands. It appears that both operators simply copied the dispatcher's wording without noting the inconsistency of the two orders. The accident happened at 5 a. m., and all three of these men had been on duty about five hours. The operator at T had been in the service on that division four years, and the operator at B seven years. The dispatcher had been in the service on that division about eight months and had had several years' experience as dispatcher, with good records, on other roads.

"The collision occurred near the west switch. The westbound train had come to a stop before reaching the switch. The sidetrack, however, is about 3000 feet long, and, under the rules, the eastbound train was not required to stop until it reached the east switch. Approaching from the west, it passed over a 6-degree curve, around a bluff, and the engineman therefore had no opportunity to see the westbound train until he was close upon it, and his speed was estimated at 35 miles an hour."

## Court of Appeals Decides Against Gompers

The Court of Appeals of the District of Columbia has affirmed the decision of Justice Wright of the Supreme Court of the District of Columbia in imposing jail sentences on President Gompers, Vice-President Mitchell and Secretary Morrison of the American Federation of Labor, for contempt of court in violating the writ of injunction in the Buck Stove and Range case. These sentences were: Gompers, one year; Mitchell, nine months; and Morrison, six months.

The court was not unanimous in its opinion, as Chief Justice Sheppard rendered a dissenting opinion on constitutional grounds,

but the majority rendered the opinion upholding Justice Wright's decision. It is stated that an appeal to the United States Supreme Court will be taken which will delay final decision for two years.

In affirming the jail sentences imposed by Justice Wright, the Court of Appeals, in an opinion written by Associate Justice Van Orsdel, says:

"It must be remembered that the injunction affected directly and indirectly several millions of the people of the United States. The decree did not run alone against these defendants, but against about two million members of the American Federation of Labor throughout the country. Hence, it

is proper to consider the effect of the acts of the defendants upon this membership and the persons who had formerly been prevented by the boycott from patronizing the complainant.

"While these acts, if they had affected only the conduct of the defendants, or if the injunction had been against them alone, might not have amounted to more than a comment or a criticism of the action of the court, yet, if the remarks, when published and uttered, were such as to inflame their followers into a feeling of resentment to the decree of the court and lead to disobedience of its commands, the defendants would be chargeable with contempt for producing this result.

"Contempt may be committed by innuendo and insinuation. It may consist in maliciously saying or doing anything that will have a tendency to induce others to disregard the authority of the court.

"While the publications and utterances before us may not, when literally interpreted, constitute a technical contempt, yet, if the manifest intent of the defendants was not only to disobey the order of the court themselves, but also to inspire their followers to do likewise, it may be regarded as a punishable contempt. We think it is this sort of an offense of which the defendants are here guilty.

"The boycott waged by the American Federation of Labor against the business of complainant had become so acute and extensive that the terms 'boycott,' 'unfair' and 'we don't patronize,' when used in connection with complainant's name, had acquired such a significance to the organization and its friends that the mere printing or uttering of the name in that connection was a signal to the membership and their friends not to deal with the complainant or persons having business relations with it.

"The mere mention of complainant's name by these leaders in the columns of the Federationist or on the public platform, in connection with the expressions 'boycott,' 'unfair,' or 'we don't patronize,' might tend to influence many to disregard the decree of the court, and thus become as effective notice to their followers as it had formerly been when published in the 'unfair' or 'we don't patronize' list. We are convinced that the acts charged were committed by the defendants for the express purpose of nullifying the order of the court, in the belief that they were technically avoiding the charges of contempt. The acts of these defendants, taken as a whole, can produce in the mind of any reasonable person but one impression—a concerted, well-planned effort to encourage the membership of the American Federation of Labor and their friends to disobey the orders of the court, and to create among their followers and

their sympathizers a lack of respect for the authority and dignity of the court.

"That the Supreme Court of the District of Columbia has jurisdiction of contempt proceedings growing out of the disobedience of its lawful orders will be conceded. But it is contended that the court below exceeded its jurisdiction in entering the decree for the disobedience for which the defendants are held in contempt. On appeal, this court modified that decree. It is insisted that the defendants are held for disobedience of those parts of the order of injunction which were, on appeal, eliminated.

"It is, therefore, urged that, inasmuch as the portions of the decree eliminated were held to be an invasion of the constitutional rights of free speech and a free press, under the first amendment of the Constitution of the United States, the court was therefore without jurisdiction, and the portion of the decree thus eliminated was totally void and not binding upon those defendants.

"On the other hand, it is insisted by counsel for complainant that the court below had jurisdiction to hear and determine the injunction case and enter a decree therein restraining the defendants from continuing the boycott; that, having jurisdiction to enter such a decree, the modification thereof on appeal involved merely the correction of error, and cannot affect the court's jurisdiction; and the decree became a final and binding judgment against the defendants, until reversed or modified on appeal.

"On this point we find it unnecessary to express an opinion. As to the specific offenses herein considered, the petition charges a direct violation of those provisions of the original decree which were on appeal affirmed and approved by this court. We need not, therefore, consider the effect of the alleged disobedience by the defendants of such parts of the original restraining order as were subsequently eliminated by us; hence, for the purposes of this case, we may dismiss all further reference to the first amendment to the Constitution of the United States.

"We have a deep sense of the far-reaching importance of this case. Three distinguished citizens, leaders in a great cause for the improvement and uplift of their fellow men, with a larger following, probably, than was ever marshaled under single leadership in any philanthropic movement, are at the bar of justice to answer the charge of disobedience of an order of a court of the United States. We are not unmindful of the high position which the defendants have attained, but their intelligence forbids any inference or conclusion that the acts charged were committed by them in ignorance of their duty to the

courts of their country; hence, that excuse cannot be advanced with convincing force.

"The courts are the agencies appointed by the Constitution for dispensing justice, and for the orderly adjudication of controversies arising from conflicting interests. There, all must stand upon exact equality. The law knows no distinction. The rich and the poor, the intelligent and the ignorant, irrespective of race or color, are entitled to equal protection, and the scales of justice should be balanced without favor or prejudice. Government, in its most liberal form, is harsh; law is restrictive; but organized government must exist for the preservation of society. Hence, whether just or unjust, correct or incorrect, the mandates of its appointed agencies cannot be subjected to individual disrespect and disobedience.

"The sole question before us is the guilt or innocence of the defendants. The high distinction which they have attained, the fairness or unfairness of the Buck Stove and Range Company and the larger organization to which it belongs, the National Manufacturers' Association, are not matters to be here considered. Neither are we, as a court of review, permitted to modify or extenuate the extreme penalty imposed. These matters, as we have suggested, may be presented properly to the officer vested with authority to commute or pardon.

"Individual interests dwindle into insignificance when compared with the higher principle involved in this cause. The fundamental issue is whether the constitutional agencies of government shall be obeyed or defied. The mere fact that the defendants are the officers of organized labor in America lends importance to the cause and adds to the gravity of the situation, but it should not be permitted to influence the result. If an organization of citizens, however large, may disobey the mandates of the courts, the same reasoning would render them subject to individual defiance. The one has no greater rights in the eyes of the law than the other. Both are subject to the law, and neither are above it.

"The inherent power of the court to preserve an orderly administration of its affairs, and to enforce its orders and decrees, has always been recognized. In many instances, as in the case at bar, punishment for contempt is the only means by which the court can enforce its lawful decrees. With a proper exercise of this power, the purpose of its creation and organization is made effective; without it, it would become an impotent and a useless adjunct of government.

"If a citizen, though he may honestly believe that his rights have been invaded, may elect when, and to what extent, he will obey the mandates of the court and the requirements of the law as interpreted by the

court, instead of pursuing the orderly course of appeal, not only the courts but government itself would become powerless, and society would soon be reduced to a state of anarchy.

"The judgment is affirmed with costs, and it is so ordered."

In his dissenting opinion Chief Justice Sheppard said, in part:

"Convinced that the court was without authority to make the only order which the defendants, Gompers, Mitchell and Morrison, can be said to have disobeyed, I can have no other opinion than that the decree should be reversed.

"As regards the conclusion that this proceeding must be regarded as criminal solely and in consequence that the evidence on which the conviction rests can be considered because not presented in a bill of exceptions reserved on the hearing, I will content myself with saying that I am not clearly convinced that it must be so regarded. The complaint was made by the complainant on whose behalf the injunction had been granted and for its own redress. No fine was imposed on behalf of the United States. The relief sought in the original bill was not pecuniary. The punishment by imprisonment in disobedience of the writ was the only way in which the relief could be secured.

"The order was announced December 17, 1907; entered December 18, 1907; but no bond was given until December 23, 1907. The specific charge is that after the granting of the order, and before the giving of the bond, the respondents, Gompers and Morrison, hastened to deposit in the mails the already printed number of the January Federationist, which contained the publication of the complainant's name in the unfair list. It is not charged that any subsequent issue of the journal contained similar publication. Same general allegations respecting the circulation of the January number of the Federationist are too vague to form the foundation for criminal charge and conviction.

"The gist of the charge is this 'rushing' of the journal in the mails between December 17 and 23. The decree convicting the respondents cannot be supported on this charge, because the order for the injunction did not become operative and effective before compliance with the precedent condition."

Referring to the speeches made by Gompers and which were referred to by Justice Wright, in imposing sentence, the chief justice said:

"The language used was in bad taste under all circumstances, yet seems to have been directed to the assertion of the right of free speech and free publication for

which the respondents were then and are now contending. There is another and stronger reason for my dissent as far as the defendants Morrison and Gompers are involved. The specific acts charged against them relate wholly to declarations and publications which violate the preliminary injunction as issued. I have heretofore expressed the opinion that much of the injunction order was null and void because opposed to the constitutional provision concerning the freedom of speech and of the press.

"Subsequent reflection has confirmed this view. I can see that the court had jurisdiction of the subject matter of the controversy and of the parties, but I cannot agree that the decree was rendered in accordance with the power of the court—a power limited by express provision of the Constitution is merely erroneous and not absolutely void."

There is some doubt as to whether the

defendants can take an appeal to the United States Supreme Court. Some attorneys contend that the Court of Appeals is the final tribunal in such a contempt case, while other hold that the constitutional right of free speech and the freedom of the press is involved, and Mr. Gompers and his associates can prosecute an appeal. Pending a settlement of this question Messrs. Gompers, Morrison and Mitchell will be at liberty on the bond given when the appeal was taken.

While the decision of the Court of Appeals is not entirely unexpected, it is hoped that United States Court of Appeals will give due weight to Chief Justice Shepard's dissenting opinion in its consideration of the appeal.

## Hunting Trouble

When you start out to inquire  
Whether Brown called you a liar,  
You may in your indignation  
Think your doing something bravely  
To preserve your reputation.

But give heed a moment gravely;  
When you start on such a mission  
Wildly threatening to send  
Your defamer to perdition  
You are not a hero, friend—  
You are merely hunting trouble.

When you start out gentle lady,  
To discover naughty, shady  
Things your husband has been doing,  
Or of which he is suspected,  
You may think you are pursuing  
Sins that ought to be detected.

But the truth you seek may hurt you  
And in setting forth to get  
Sweet revenge for outraged virtue  
You may find to your regret  
That you've merely hunted trouble.

Those who search for sorrow find it;  
Every door has hid behind it  
Trouble in some shape or guise;  
It may be imaginary,  
Thin, inconsequential, airy,  
But he finds it there who tries.

What a world of useless sorrow  
Might be headed off tomorrow  
If by prayer or through petition  
'Twere arranged so that Suspicion  
Should have neither ears nor eyes.

—Chicago Record-Herald.

# Railway Information

## Local Trains Cancelled

It is reported that ten local trains on the Baltimore & Ohio, between Pittsburg and Butler, have been cancelled on account of electric lines competition.

## Plate Glass

In commenting on the use of plate glass for car windows the *Railroad Age Gazette* says: Polished plate glass for passenger cars is superior in every respect to ordinary glass. It gives the coaches an elegant, finished appearance from the outside, and affords comfort to the passenger. When the lower cost of maintenance and renewal is also considered it is clear that the increased first cost is more than offset.

## Pittsburg & Lake Erie Veterans' Association

A Veterans' Association has been formed by those employes of the Pittsburg & Lake Erie who have been in the service of the company twenty years or more, and on the evening of October 25 these veterans had a banquet in Pittsburg. Two hundred men and two women were present at the banquet, and 112 other employes are entitled to membership. Colonel J. M. Schoonmaker, vice-president of the road, presided, and had on his right James B. White, laborer, and on his left Thomas Carlin, a gateman. These three, with seven others, have been on the Pittsburg & Lake Erie since the road began business in 1878.

## Record Breaker

A record breaking run from Tacoma to Chicago has just been completed by a through freight train over the lines of the Chicago, Milwaukee and St. Paul Railway and its Puget Sound extension, on a schedule almost as fast as that of present fast passenger trains between those points.

The train consisted of four carloads of silk from the Orient and four carloads of salmon.

The silk was received at Tacoma from the transpacific steamer Onanfa at 1:45 p. m. Sunday, October 31. The eight car train left Tacoma over the Puget Sound line at 6:45 p. m. Sunday and arrived in Chicago at 2:19 p. m. November 4.

## Heavy Train on the Virginian Railway

Items have appeared in the daily press from time to time concerning long, heavy freight trains. The Virginian Railway, not to be outdone by some of the larger systems, sends an account of a coal train recently hauled by one of their Mikado en-

gines, 24x32 cylinders, from Victoria to Deepwater. The train consisted of 100 steel coal cars, loaded with coal. The total weight of the train behind the engine was 7562 tons—cars carrying almost exactly 5500 tons of coal, and a caboose weighing 18 tons. The run from Victoria to Deepwater was made in eight hours and forty-two minutes, including three stops for water and passing two trains on the road.

## Indiana State Railroad Commission Tests Headlights

An all night test of the respective merits of the ordinary oil and the powerful electric locomotive headlights has been made by the Indiana Railroad Commission, a number of prominent railroad officials and a number of prominent engineers. The tests were made on locomotives furnished by the Big Four railroad on double tracks near Avon about ten miles west of Indianapolis.

The test was brought about by an act of the legislature which directed the railroad commission of Indiana to investigate the merits of locomotive headlights now in use and order every railroad in Indiana to put in service the type of headlight which was found to be the most satisfactory. By this one act the legislature put up to the railroad commission the perplexing problem of determining one of the most generally debated questions engaging the attention of railroad men and one on which there seems to be a preponderance of opinion in favor of oil as against electric light.

It is said Indiana is the first state to attempt the solution of the headlight problem in the manner contemplated by the law.

The test being made by the Indiana commission is of importance to railroads all over this country because it will enable railroad men to learn for the first time from practical observation the opinions of some of the best engineers in the country on this problem, and at the same time legislation in other states will be inclined to follow closely the action of the Indiana legislature and the precedent set by the commission after careful scientific research. The party making the test near Avon was headed by Commissioners Wood, Dowling and McCure, of the Indiana commission; C. H. Benjamin, dean of the engineering department; L. V. Ludy, head of the mechanical department of Purdue University; H. F. Houghton, general superintendent of the Big Four, and representatives of the Pennsylvania railroad.

The tests consisted in personal observa-

tion of the merits of oil and electric headlights in illuminating the tracks and as affecting the reading of semaphore and classification signals. The tests were made along a strip of double track 5,000 feet in length. The distance was marked every 100 feet and the observers were seated in an observation car, such as are used for railroad inspections and equipped with both electric and oil lamps. The members of the party were not entirely agreed in their observations. For example, it had been urged that by the use of an electric headlight the enginemen could see an obstruction or object a long distance ahead. As a matter of fact, however, one test in which a man was lying on the track ahead showed that an engineman running at a rapid rate would not have had time to stop after he had seen the man.

The tests made were under three general heads: The first was a test in which the effect of opposing headlights was utilized. The observation car, equipped with an electric headlight, was run back to a distance of nearly a mile from the semaphore, and another locomotive was sent to a parallel track with the rays of a powerful electric headlight shining directly toward the observers. The same test was repeated after the headlight on the opposing locomotives was changed to oil and a third test was made when there was no opposing headlight. Comparisons made by the observers are interesting but the members of the party expressed the belief that the average of the observations relative to distinguishing the color of the signal lights would be distinctly in favor of oil headlights. There were some, however, who were as distinctly certain that the electric headlight had made the best showing, and there probably never will be an agreement no matter what the outcome of the observation is or what the railway commission orders. Further tests will be made at Purdue University before the commission formulates an order.

#### Telephone Train Dispatching

The Michigan Central is now using telephones for train dispatching between Niles, Mich., and Kensington, Ill., seventy-six miles.

The Seaboard Air Line has installed a train dispatching circuit between Raleigh, N. C., and Monroe. The dispatcher's office is located at Hamlet, fifty-three miles from Monroe and ninety-five miles from Raleigh.

Telephones are to be used for train dispatching on the Atchison, Topeka & Santa Fe between Bakersfield, Calif., and Albuquerque, N. Mex.

The Atlantic Coast Line will soon put in service a telephone train dispatching service between Richmond, Va., and South Rocky Mount, N. C., a distance of 121 miles. The train dispatcher's office is located at Richmond.

The New York, Chicago & St. Louis, it is stated, is to put in telephone train dispatching equipment for its line from Conneaut to Bellevue, 132 miles. There will be twenty-eight regular station equipments, with a number of siding telephones to enable the train crews to get into direct communication with the dispatcher.

It is reported that the telephone system for dispatching trains is to be installed on the Texas and Louisiana lines of the Southern Pacific, and that the first installation will be on the two divisions between Houston and New Orleans, and that the system will then be extended to the Houston, East and West Texas; the Texas & New Orleans; the Houston & Texas Central, and the balance of the main line between Houston and El Paso.

The Colorado & Southern railroad, it is stated, is to install block signals over its entire system and to use telephones instead of the telegraph for train dispatching. The block signals are to be installed on all the Colorado branch lines, and as far south as Fort Worth. Perhaps a little later they are to go as far south as Galveston. At present the railroad uses the Santa Fe tracks between Denver and Pueblo, and this portion of the road is using the block signal system now.

The Norfolk & Western put into service on September 25 two telephone circuits for handling its trains—one between Roanoke, Va., and Bluefield, W. Va., 102 miles; the other between Bluefield and Williamson, W. Va., 107 miles. There are sixteen stations on the former circuit and twenty-two stations on the latter. Western Electric Company's telephone equipment and Gill selectors are used on both circuits. This equipment extends through some very mountainous country and affords a good test of telephone train dispatching under very severe conditions. W. C. Walstrum, superintendent of telegraph, reports that both circuits have been giving excellent service.



# The Auxiliary

This Department is intended to serve the same purpose among the wives, mothers, daughters, and sisters of our members that the Order Department serves among our members. The rules at head of Order Department will also apply to this one. Communications for this Department should be in this office not later than the 15th of the month for use in the following month.

## Chicago, Ill.

The second school of instruction for deputies was held in Chicago September 7-8, in I. O. O. F. hall, Yale avenue and Sixty-third street, and the following deputies answered roll call:

Mrs. J. H. Moore, grand president; Mrs. Agnes Wheelen, Division 171, Mrs. A. McLees, Division 75, Mrs. J. Ody, Division 9, Mrs. Jessie Murphy, Division 42, Mrs. Anna Sandeson, Division 2, Mrs. I. Partridge, Division 66, Mrs. F. Valentine, Division 56, Mrs. C. S. Wilson, Division 3, Mrs. A. Schneider, Division 98, Mrs. Lizzie Reynolds, Division 97, Mrs. J. R. Johnson, Division 177, Mrs. Madge E. Sewell, Division 100, Mrs. E. Harck, Division 90.

Every deputy belonging to this school was present all ready for work, and not one minute was wasted in the two days' session—much longer time could have been used to good advantage, but our time was limited to two days and so we crowded the time full of good things.

Sister Moore, our grand president, opened the school with quite an interesting talk on the work of the term—and who can do this sort of "talk" better, or as well, as this same sister? She is never so happy as when she is "talking" for the good of our Auxiliary in general. She made an assertion at the grand convention in her report that certainly hit the nail on the head: that "the deputies were the ones that should have all praise, and credit should be given them for work that built up this good Order of ours." And as I sat there and listened to these good sisters talking, all so interested in their work, every one present for the good they could learn, not one bit of foolishness (I was put to work, and all by my lonesome), I just thought surely good and nothing else could come from such meetings. These ladies had left homes and families, some of them coming many, many miles. They surely did not come to shop or go sight-seeing, but put in all their time in that schoolroom all for the good they, as deputies, could do their Auxiliary sisters, and no money in it, either—perhaps some glory, at least I hope so. Now to proceed to business. Sister Moore appointed the officers to fill the chairs, and nearly all present had the pleasure of filling the different offices, as they were changed two or three times during the day so all could have the practice. After the officers had taken the chairs to which they had been appointed, the work was

taken up informally; questions were asked by the deputies and answered by our grand president, according to the laws under which we work. The duties of the deputies were thoroughly explained—by this time it was twelve o'clock and we adjourned for lunch.

At 1:30 the meeting was opened with the same officers filling the chairs, and the regular work was taken up. The senior and junior sisters were instructed in taking up the pass-word according to our ritual. The first order of business was the election of a corresponding secretary. Sister Ody nominated Sister Sewell; there being no other nominations Sister Schneider moved that Sister Ody cast the unanimous vote of the members for Sister Sewell as corresponding secretary. Motion carried. (By the way, I will say they couldn't help it very well, for she had come right out loud and asked for that position, bound to fill a secretary's position somewhere even if she has to ask for it—things come to those who ask for them—thanks.)

The grand president commenced the afternoon with the parliamentary part of our work, and started us on the right way to "move" and "second." After that drill we all "moved" in the right way and no more sidetracking for us. The Constitution was then taken up, the laws thoroughly gone over, discussed and explained to the satisfaction of all present. At five o'clock all adjourned for dinner and other amusements. White City Division tendered the visiting sisters a theater party; we all met and went in a body, and certainly enjoyed the play. Several of the members of White City Division accompanied the party. I am sure the visiting sisters enjoyed this little party more than a reception, at least it was restful to them.

Friday, September 8, school opened at 9:30 a. m., and the regular routine of work was gone through with. At 1:30 the ritual was taken up. The sisters filling the chairs did their work beautifully. Certain parts of drills were discussed and satisfactory ways of doing same were decided upon after several heated discussions, with much waving of hands. 'Tis said no two women think alike, but in this instance we all ended up with the same think, and I trust that from now on all members of the Ladies Auxiliary will "two-step" in the right way—no more side-stepping after this, my sisters. The installation work was taken up, and the officers

installed with great honors. Sister Wheelen acting as grand marshal did her work as it should be done—fine as a fiddle. This closed the school work.

I hope every deputy present was satisfied with the results, and I hope I may be able to attend other schools. I did want to go to Memphis, but could not. I should love to meet those dear sisters once again; how lovely they were to me when I was in their city, but maybe I can attend some of the district schools—hope so, anyway.

Sisters Ody and Harck spent the evening with Sister Moore. We looked for Sisters Wheelen and Valentine, but I am afraid they went to some of the five and ten cent theaters on Sixty-third street; if so, I can't blame them, for I'll 'fess I'm a five cent fiend, too.

Great credit is due these deputies, for they do their best to learn all the work correctly so they can impart the same to the members of Divisions in their jurisdiction, and I believe these same members should do all in their power to assist their deputy; don't doubt her word, don't tell her she don't know any more about the work than you do. Some members let that little "green bug" work in their brains to such an extent they can't see one nice thing or one bit of intelligence about their deputy, can't for the life of them see why Mrs. Moore appointed her—"she must stand in, etc." Come, my honeys, make your eyes behave and see the good in your deputy; acknowledge out loud that there must be something bright and intelligent about your deputy or Mrs. Moore would never have appointed her; do your best to support her and help in her work, and your reward will be great.

I know this letter is long, and I'm trembling in my shoes for fear of the scissors, but I must say one word for my own Division. White City has a correspondent, but I'm worried about her. She has been sidetracked somewhere and I'm afraid can't get orders to get out on the main track again. Perhaps she is sleeping; if so, I will say awake, my sister, take up thy pen and write, for many "doings" have been "doing" in White City circles since you discoursed in the Journal. Our club is the funny part of our work. They flock to these meetings in large numbers, and enjoy them? well I should say so. We always have the club secretary read the minutes in the Division meeting and it causes lots of fun. We also hold one card party per month, and these are well attended also. We have fun galore among our members, but the shadows will creep in—we can't keep out sorrow. One of our good sisters lost her husband, another a father and sister, and another sister living in California is very ill with the dread disease. Our hearts go out in love and pity

for this dear sister, one of our past junior sisters; she endeared herself to us in so many ways. Our members sent her a postal shower, and I know the sight even of their names will cheer her up. Two other sisters have been very near to the dividing line this summer, but I am so thankful they are improving fast.

The members of this Division are many, but the feeling among them is good. The sorrow and trouble of one affects all of us, we are so truly banded together, and the band is good fellowship and love; and, my Auxiliary sisters, I can say truly that one member of this Division is no dearer to me than all; I love them; they are the center of my heart, and they are so kind and good to me—was there ever another president of a Division that had a truer set of members? I suppose all presidents think that way, and how lovely it is. And you should see our babies—the dearest set of kidlets—all belong to me, every one of them.

Now I am going to say something that will surprise you. What under the sun has become of our insurance?—never one word in the Journal for two years—have you forgotten you have an insurance? I hope not. We have had no report of any kind since long before the convention at Boston. Sister Drake's report at the convention was the last, and perhaps some parts of that have knocked the wind out of our insurance sails. But that's nonsense. Everything will adjust itself, and we will float out in fine shape. I can't bear the thought of that insurance going to the bad; why, it can't; it's too well advanced, and if the members will only be accommodating and hold onto their good lives until everything is clear again, the officers will have things in fine shape and you will be proud of your insurance. It is cheaper than any other you can find, and it pays its claims promptly. Our secretary has her list increasing; as soon as a new member is seated I can see the insurance secretary hovering mighty close and I smile to myself, for I know sure that woman is a "goner." Almost half our membership is insured, and we are away over the 200 mark. I hope she will get all of them, and she will, sooner or later. Wishing you all the best in the world,

MADGE E. SEWELL.

### Colorado Springs, Colo.

It has been but two months since this Division was heard from, but some of the enthusiastic sisters persist in seeing another letter. We are taking in new members almost every meeting, and have prospects of several more. Our officers do fine work, and our candidates encourage us, at least. We hope to accomplish much good and expect to grow until we can take our place

among the best and most efficient Auxiliaries. So many of our members have moved away, some are kept at home by sickness, but we hope to see them back soon. Winter is coming on, the days are growing short, and we must meet earlier—no excuse for not attending now.

Our president, with a good committee of three, is going to get up a social just for the brothers and their families; will have it after the good brothers' meeting, so look out for a surprise.

We were pleased to have with us as a visitor at one of our meetings Sister Oliver, of Cheyenne, Wyo. We are always glad to welcome any visiting sister, and will say, in closing, if any sisters pass this way, our latch string hangs out every first and third Saturday, and we will be glad to welcome you. **MRS. A. T. BAXTER.**

### Cincinnati, Ohio.

As it has been some time since Queen City Division 138, L. A. to O. R. C., of Cincinnati, Ohio, has been heard from through the CONDUCTOR, and as I have been elected correspondent, I feel it my duty to let you know that we are getting along fine and adding new members to our Division right along. We celebrated our tenth anniversary August 13, at Coney Island, with a basket picnic and had a delightful time. We have done nothing lately for our treasury, but will get to work soon. Our president celebrated her thirty-fifth wedding anniversary at her home. The sisters presented her with a beautiful cut glass bowl. We extend a cordial invitation to all sisters who come our way to visit our Division. **MRS. FRANK BURTON.**

### Logansport, Ind.

"If you have nothing else to do  
But talk of others' sin,  
'Tis better you commence at home  
And from that point begin."

So that is just what the corresponding secretary of Bridge City Division 42 is going to do.

"A guilty conscience needs no accuser."

This is the first time the sisters have heard from us this year, but we have not been sitting by doing nothing.

Our city has been fortunate enough to have a fine new hospital, built by the Franciscan Sisters, and our L. A. to O. R. C. has furnished a bed room complete, expending \$192.00. We feel this is charity. We want to thank our sister Division of Indianapolis for kindness extended to Sister Pence, one of our sisters, while confined in the hospital in their city, and are happy to say she is getting along fine.

We had a visitor, Sister Melick, of

Pueblo, Colo., who was called here by the death of her mother, Mrs. Murphey, and extend to her our heart-felt sympathy.

We are the proud possessors of the Duskin medal again this year; this is the second time we have had this medal.

We are looking forward to our school of instruction, which is to be held here January 6-7, and extend a cordial invitation to all sisters to attend.

When I read the many interesting letters in the CONDUCTOR from our sisters, and brothers as well, I enjoy them and think how closely we are banded together, and when calamity overtakes any of our loved ones or when they have as narrow escapes as some of our husbands had this past week, and are spared, when there were six souls sent to eternity without a moment's warning, and how the many, many sisters, brothers and friends come and manifest their interest in you and yours, it makes you feel that life is worth living.

"Words are but leaves,  
Deeds are the fruit."

**GRACE RAMP.**

### Jackson, Mich.

At the first meeting in September I was elected correspondent for Division 90 for the remainder of the year, and another year is fast drawing to a close; a year crowned with joy and happiness for some, for others, deepest sorrow.

I hope it is not too late to send congratulations to Sister Moore on being re-elected grand president at the convention at Boston in May. We wish that the future will be full of prosperity and happiness for her.

Our officers have done well this year, and we have had but little sickness among our members; also, we will have another new member to answer the roll call at our next meeting. Now, ladies who are eligible to membership in the Ladies Auxiliary, come and join us and help us to increase this, our noble Order, for there is no organization in this country that should have the attention given it by those who are eligible to membership, and where there is a lodge of brother conductors and no Auxiliary, I beg you to investigate and send for some grand officer to organize an Auxiliary in your city at once; and, ladies, when you see this beautiful work done and take our obligation you will say you are sorry you have not had an Auxiliary before. Our Auxiliaries can be a help to the conductors and their families, we can be good working sisters in this noble work, and we can live up to our motto, "Charity, Truth and Friendship." I hope, before the next convention in 1911, that every city in the country that has an O. R. C. Division will have one of the best working Auxiliaries.

The school of instruction in my district

will be held in Battle Creek, Mich., January 24 and 25, 1910, and there will be every effort made by Battle Creek Division 230 and myself to make it one of the most successful schools in history, for Battle Creek, Mich., is a beautiful city, with good accommodations for all sisters. I extend an invitation to all sisters of our Auxiliaries to attend this school, for I am sure that Division 230 will make you all feel so much at home that you will never forget them.

"It is not the things we have done,  
But what we've left undone  
That robs the day of pleasure  
At the setting of the sun.

"We shape ourselves, the joy or fear  
Of which our coming life is made,  
And fill our future atmosphere  
With sunshine or with shade.

"The tissues of the life to be  
We weave in colors all our own,  
And in the field of destiny  
We reap as we have sown."

And let us, at this time, renew our obligation and personally pledge ourselves to do our best to promote harmony and peace and be loyal to each other. With best wishes to all conductors and their families from Division 90.

MRS. ELIZABETH HARCK.

### New London, Conn.

I was informed that I was to write one more letter this year; then, of course, my duty is complete. The middle of September witnessed the rallying of the forces in which once more and things began to buzz. Sister Niles entertained at her home, there being a large attendance; three prizes were given, and a delicious spread, to which all present did justice, was served. Next following was given by Sister Noon, who welcomed four tables and gave three prizes and refreshing deserts. At our last meeting in October we held a public whist, the receipts to go to the Home at Highland Park. The auxiliary to the B. of L. E. accepted our invitation and turned out in goodly numbers. There were three prizes donated and our president, Sister Newell, was the fortunate one to carry away the cut glass berry bowl so generously given by Sister Reinacher. Sister Carlisle was there with her punch bowl, and I assure you it was a thirsty crowd or mighty good punch. We felt well paid when we forwarded to the Home \$13.50, the amount realized. And may all good befurne you, and every day some ray of golden light fall on your way.

Sister Vickery donated a beautiful hand-made center piece to be sold at five cents

a chance. We did so and added \$12.50 to our treasury, but the center piece went to a young clerk—lucky fellow.

It is not too late to inform some that Brother and Sister Buckley are at last the very proud parents of a daughter to bless and cheer them in the years to come.

Our senior sister, Sister Darling, is recovering from an operation and will soon be on her feet at her stand again.

Sister Coates, am happy to relate, is at last on the gain, and guess all the rest of us are in our usual health at this writing.

Ten of us accepted the invitation of East Rock Division to be present at their fourth anniversary. A pleasant day soon passed and we returned home chaperoned by Brother Newell, and you know that means a well-behaved crowd.

We are getting ready to entertain our district deputy on November 9, whom we will be pleased to meet, and assure her a cordial welcome.

The year 1909 will soon be of the past, and it is most natural for us, having completed two full years and the greater part of the third, to look back upon the work of those months. We have made many mistakes that were natural and which remind us of the childish errors of the young. But experience after experience has taught us our various lessons, and as we look back we notice many lights which mark dangerous rocks; and as we move forward we must try to avoid them and steer for the straight and narrow channel. Today we may well be proud of the record that has been made, not only by those devoted ones who held the reins in the past, but we may all rejoice over the achievements of the present. Surely this does not mean that we have arrived at a state of perfection or that we have nothing more to learn. We have great tasks yet to perform.

"This is the Gospel of Labor—

Ring it, ye bells of the Kirk;

The Lord of Love came down from above  
To live with the men who work.

This is the rose that he planted,

Here in the thorn-cursed soil,

Heaven is blessed with perfect rest;

But the blessing of earth is toil."

MRS. E. H. JACKSON.

### Los Angeles, Calif.

Echo Mountain Division 267 has been holding very successful meetings of late, the interest does not abate, and I trust, never will. We are still receiving applications for membership, and we extend a most cordial invitation to any who are eligible to join us.

Our grand president, Sister Moore, has been with us holding a school of instruction. We were in session two days and feel

greatly benefited—the attendance was good. Division 84 joined us in giving a public reception in honor of our grand president; we had a most enjoyable time, and it gave us an opportunity of getting better acquainted with Sister Moore. She is a most charming and capable woman, and is the right person for the office she holds. Come again, Sister Moore, we enjoyed every minute of your visit.

Brothers Hartell, Hamilton and Scheuster decided that the ladies should not do all the entertaining, so they made up an automobile party for Sister Moore. We invited Sister Kidder, of Alhambra, and who in the party will ever forget the lemonade she served—how refreshing. We also paid Brother Slate, of Pasadena, a call; Sister Slate was not at home, but Brother Slate did the honors nicely—then on to the beach where a fine dinner was served, and home by moonlight.

Our president, Sister Hartell, entertained our grand president at her home during her stay in Los Angeles. Sisters Baugh, Janicki and Sturgeon have lately entertained for us in their homes and have proved themselves charming hostesses. The wives of Brothers Baum and Blessington entertained at cards for Divisions 84 and 267; everybody had a good time, and we extend a vote of thanks to the hostesses. We regret they do not belong to the Auxiliary, as they certainly would be an honor to us. A cordial invitation is extended to all visiting sisters.

NELLIE G. HAMILTON.

### Cedar Rapids, Iowa.

We are drawing near to the close of another year's work, and I regret that I have not been able to fulfill the duty that is required of me. Since my last letter Division 37 has had many pleasant social gatherings. February 18 our secretary, Sister Coon, gave a card party at her home, which was decorated with red and white carnations and smilax. April 18 Sister Francis gave her home for a social which brought us in a round sum for our treasury. Sister Francis also carried out the colors of our Order. March 15 and 16 we had with us our deputy inspector, Sister Yetts, of Gloria Division 38, Ottumwa, Ia. Meeting was called to order at 9:30 and the work was taken up in the regular form. In behalf of the Division our president, Sister Cain, in her pleasant way, presented Sister Yetts to the Division, to which she responded in her usual way. At 11:30 we adjourned and went to the Montrose hotel for lunch and were seated at one long table. I wish I had the space to give you our menu. At 1:30 the work was taken up again and enjoyed by all. In the evening Sister Allison gave us the key to

her home for a reception for Sister Yetts. The evening was spent in a most enjoyable way with music and a good social time. I can't just recall now, there was something else, and Sister Yetts carried off the honors. During the evening punch and pink and white refreshments were served, and the house was decorated with the colors of the Order. At a late hour and in a pouring rain we bid one and all good night and wished we might all meet again on such an enjoyable occasion.

Owing to the extreme warm weather we held but one meeting a month during July and August.

February 25 Sister Barber was called to her reward after nearly eighteen years of patient suffering. She was a charter member of our Division and was also our insurance secretary of the Fraternal Beneficiary Association. She left to mourn her loss a devoted husband and a sister.

There is one thing more I want to let you all know. Mrs. S. M. Hallett, living here in the city, and a member of the G. I. A. to B. L. E., has composed a march and two-step which is named after a place in California named Florencita. I wish that every Division would get a copy, and you will never be sorry. It will speak for itself when once heard; it is 25c a copy, and I will gladly send you a copy by return mail. My address is 713 A Ave. E.

MRS. A. DAYTON.

### Carnegie, Pa.

As it has been three months since I sent a letter to the CONDUCTOR to let the many sisters know how Division 235 is getting along, will say we are still in the land of the living and in a prosperous condition and will continue to be so as long as the sisters take the interest in the welfare of the Division that they have in the past. As for myself, I do not take any credit, as I should have a letter in the CONDUCTOR this month, but on account of sickness of myself and family I neglected it and could not get my letter ready for mailing until the 9th, which I presume reached the editor too late to be inserted this month; but I am glad to know there is some wide-awake sister who came to my rescue and had Division 235 represented in the way of a nice letter in the CONDUCTOR, showing the sisterly feeling which the sisters of Division 235 have for each other. If some one has the misfortune to neglect their duty in any way there is some one to fulfill it in her stead, thus keeping everything up to date.

The brothers of Division 447, O. R. C., held their annual election today, which resulted in the officers of this year just being advanced from lower to higher offices, and we are now looking forward to our elec-

tion day, December 9, as a day of pleasure as well as a day of new duties for some of the sisters, and the same duty for all the others in lending their support to the new officers in the ensuing year as they have in the past. As this is my farewell letter to the CONDUCTOR, I earnestly hope my successor may be able to attend to her duty much better than I have done so as not to require any sub correspondent to keep the sisters informed how we are getting along.

Brother Caldwell, of Division 447, has been sick about a year, but is improving, and the sympathy of Division 235 is extended to Sister Caldwell with the hope that the improvement in the health of Brother Caldwell may be fast and lasting. As this year is almost gone and a new year coming in, sisters, let us all be up and doing and make it a still more prosperous year for this great Order of ours than any in the past. I think we could increase our membership about twenty per cent, as there are a great many conductors' wives who are not members of the L. A. And let us remember the good we all may do while the days are going by.

MRS. K. N. RODGERS.

### Buffalo, N. Y.

I have been reading the different letters in the monthly Journal, which I enjoy very much, and see a great many sisters have had a summer well spent, and are ready to begin work with a hearty good will for the good of their Division. I am not the correspondent, but have taken the opportunity to write a letter, as it has been such a long time since we have been heard from that I think it time we should let all Auxiliaries know that Columbian Division 40 has not gone in search of the north pole, but is in the same place and doing work for the good of their Division. Our officers are competent and very attentive to their duties and we are glad to come early and regularly to the meetings. We feel proud of our delegate, who brought home an excellent report from the grand convention. And now for the work and good times we have had during the year. We have taken in a great many new members and if we keep on we will soon have an Auxiliary we surely can be proud of. April 1 we initiated ten members, and some of the sisters from Syracuse Division gave us a visit which I hope they enjoyed as much as we did; it being April fool's day, we had an extra good time, which will be remembered by all present. We also had our yearly banquet at the same time, which we relished with a hearty good will, as we are always ready to do justice when there is something good to eat—thanks to Sister Eliss and committee for that. We also

have petitions for more new members, so we have taken in about eighteen members so far this year. We also had a little outing for ourselves and all had a good time. We had a dispensation of our Division for six weeks during July and August; then came Sister Moore, our grand president, and deputies numbering twelve, besides the other visiting sisters, who held a school here for two days, which was very interesting and which was a great help to our Division; we also held a banquet for them and had a theater party afterward for all sisters wishing to go. We also held a raffle, which netted us a neat little sum for our treasury; thanks to Sister Beatty, who donated a hand-made center piece, and Sister Wright, our president, a hand-painted plate—some of her own work—which any of the sisters would have prized if they got either. We have now started a card party once a month at the homes of the different sisters, which we hope will be a success, for we want to have our treasury well filled by spring. Hoping we will do as well in the coming new year as we have done in the present one,

MRS. FREDERICK FREDERICK.

### Providence, R. I.

We are nearing the end of another year and very soon we will leave our chair, gavel and pen to other members of our Division. We will be the first to extend to them the glad hand, look them straight in the face and with all our hearts congratulate and wish them success. We know they will improve on our work, as each year the members grow more and more familiar with the work that the chairs require. We pledge to them our support and best wishes.

We enjoyed a visit from Sister Hutchinson at our last meeting. She wishes us all to be insured, but not to die.

We are to have an apron sale, supper and social on November 12, and also some of Sister Crumley's nice candies. Invitations have been sent to Mascot and other Divisions; also to the ladies auxiliary of the B. of L. E.

I will now say good night, and on the morrow of another year a more able pen than mine will herald the doings of Rhode Island Division 228.

M. J. C.

### Los Angeles, Calif.

Sisters of the sunny Southland are still smiling over the recent visit and accompanying festivities attendant thereupon, of our sweet faced and most charming grand president, Mrs. J. H. Moore.

On the morning of October 21, our school of instruction opened its session about ten o'clock in our Division hall, with a

good representation from Orange Grove Division of San Bernardino and Echo Mountain, Mission Bell and Angel City Divisions of Los Angeles present.

Sister Moore was entertained during her stay here at the home of Sister Hartell, President of Echo Mountain Division; lingering a few days after the close of the school to enjoy the sights in and around our beautiful city and also the perfect sunshiny days for which Southern California is justly famous.

The two days' session of the school will long be memorable for the excellent work accomplished, the feeling of good fellowship engendered, and the hospitable entertainment provided.

A delicious luncheon served each day at Hamburger's splendid cafe, where seventy-five ladies sat at one long table with deft waitresses in uniform in attendance; special music discoursed by an orchestra and an obsequious manager bowing and smiling his approval was one of the features of the occasion. Being invited to the roof-garden, a photographer grouped the laughing women and secured a picture which later proved a most acceptable souvenir.

A reception was given the first evening by our Los Angeles sisters, to which the brothers of our three home Divisions, together with the B. of L. E., B. of L. F., B. of R. T., and Switchmen and their wives, were invited.

Sister Moore, being called upon, responded with a most excellent speech, followed by numerous responses from representatives of the various organizations present, several of whom took the occasion to present her with tokens of their esteem.

The climax was reached on Friday evening in a sumptuous banquet given by our good brothers of Division III in honor of Sister Moore, and to express their appreciation of the social good times "dished up" to them each month during the past year by Angel City Division in the shape of a dainty and appetizing luncheon at the close of regular meetings. Tables loaded with good things in a banquet hall decorated for the occasion, where speech after speech was given at the request of the toastmaster, Brother George: a beautiful hall for dancing and an excellent orchestra to stir the dancing spirit in nimble feet; a little maiden to pin a carnation on every guest who came in, and a corps of smiling conductors decorated with large white satin "Committee of Arrangement" badges were the salient features of this evening, long to be remembered as a red letter day in the annals of the Los Angeles Divisions and Auxiliaries. A flashlight picture of the whole group taken previous to the adjournment to the banquet hall added another souvenir of the occasion.

May our dear Sister Moore live long and return many times to the Angel City to gladden the hearts of old friends and new.

Our Auxiliary keeps busily occupied. Second to nothing in point of interest and good results is our semi-monthly sewing circle, meeting at the homes of members for the purpose of sewing to replenish the treasury funds and promoting sociability among our members, in which the delicious luncheon served in part by the hostess and in part by those in attendance plays no small part.

Decidedly the most successful social affair of the season was the card party in October at the beautiful home of Sister and Brother A. F. George. Sister George and her efficient corps of workers on the social committee planned the affair and ninety-one guests availed themselves of the opportunity thus offered. Beautiful prizes were given the winning players, delicious refreshments served to all, and every one left reluctant to bid farewell to the gracious hostess.

Words would fail me were I to attempt to tell even a few of the essentially good qualities of each of the bright faced members of Division 84. Suffice it to say that a more kindly spirited group of women would be hard to find and each represents a nugget of pure gold in her own personality.

The coming election of officers for the ensuing year is the all important subject of discussion just now and means—more anon.

CORRESPONDENT.

### Harrisburg, Pa.

Many a month has elapsed since you have received a letter from Division 47. We always enjoy reading letters from Auxiliaries and perhaps ours may help and encourage others in their work. Then, too, I think our own ladies may like to see something in print of what we are doing. Our membership is increasing and most of them are active members; by that we mean those who attend meetings and take part in all our work. A great deal of this is due to our efficient corps of officers, our president not only doing her part, but what is more, has succeeded in getting others to work. We feel very proud and much gratified that our president and delegate, Sister S. A. Leanord, was appointed district deputy; she fully merits this honor and is capable of performing all the duties devolving upon her.

Our socials have continued, and early in the summer we were splendidly entertained at the summer home of Sister Snyder at Juniata Bridge; a goodly number of our sisters enjoyed this outing. On August 26 we picnicked at Wild Cat Falls, and all re-

port having a good time. September 21 we spent at the home of Sister Flickinger, the occasion being her birthday. On October 14 we were all invited to Sundown Villa, the home of Sister Dowhouer, to celebrate her birthday, also Sisters Mattie Hantzel and Conrad's; this was a most enjoyable occasion, one that will not soon be forgotten by those who were fortunate enough to be there. We regret to say that since our last letter Sister Sarah Clay has passed to the great beyond, whom we greatly miss from our Order.

At this writing Brother Percy Maxwell is in the hospital suffering from injuries received while performing his duties.

We have just a few members who do not attend as often as we wish they might; come out, sisters, and help the good work along.

I will close with an earnest wish for the future prosperity of the CONDUCTOR, the Ladies Auxiliary and O. R. C.

MRS. A. M. BEATTY.

### Austin, Minn.

Volunteer Division 123 has not been heard from for some time, but we are still alive. The members have not shown much interest in lodge work during the summer months, but we hope there will be a change now that cooler weather has come. It seems to me that if some of the members would make more of an effort to attend meetings they would certainly be more interested.

First of all we ought to have given the brothers a few words of praise long ago for their kindness in giving us an annual banquet. They are certainly a fine bunch—so kind and thoughtful of us, once a year, at least.

A few years ago the sisters used to fill baskets and take them down to the hall and have our spread there. Of course we all enjoyed it, but it made lots of work for all of us. Now we go to the hotel with our husbands and enjoy the banquet, the speeches and the music, and are not tired to death when we go home.

During the past year we have lost several members on account of their husbands being transferred to some other division. Sister Johnson moved away to La Crosse, Wis., in February, and in August our sewing society was entertained by her. We left Austin at 11:38 a. m., and arrived in La Crosse at 4:00 p. m., and at about 5:30 Sister Johnson served a four course dinner. What we didn't have to eat wasn't worth mentioning. After dinner we all went down town and at 8:30 about half of our crowd took the train for Austin. Sister Johnson had extended a cordial invitation to all who could to stay all night, so about half of the ladies stayed until the next day.

All enjoyed Sister Johnson's hospitality very much, and then one of the brothers had the nerve to say that part of us got left. It sounded as if he meant that we had something stronger than water, and that we didn't know enough to get our train. Never mind, brother, you must not judge the sisters by yourself. We are fully capable of taking care of ourselves.

Sister Thornton moved to Farmington, Minn., in April, and we were entertained at her home on August 26. We arrived there about noon and did full justice to the fine dinner which Sister Thornton had prepared for us. At about 5:00 p. m. lunch was served and at 7:30 p. m. we left for home, all having had a splendid time.

On September 25 we were entertained at the home of Sister Keating at Wells, Minn. Sister Plummer and Mrs. Hooval, of Madison, S. D., were also there. At noon we were escorted to the Park Hotel, where a fine four course dinner was served, which was very much enjoyed by all. After returning to the Keating home the afternoon passed all too soon in visiting and making fancy work. At about four o'clock dainty refreshments were served, after which the sisters left for their homes, all having had a royal good time.

We have an invitation at present to meet with Sister Ames, of Faribault, Minn., which will probably be written up later. We thoroughly enjoy these out-of-town trips.

On September 18 we had a social time at the home of Sister McGee, in honor of Sister Reilly, who moved to Washington. Ice cream and nabiscos were served during the evening, and Sister Terry, in behalf of the Order, presented Sister Reilly with a beautiful souvenir spoon.

We have had quite a number of social gatherings within the past year, as so many of our members have moved out west. The following sisters have moved from Austin within the past year: Sisters Reilly and Gallagher, Malden, Wash.; Sister O'Malley, Lind, Wash.; Sister Gibson, Missoula, Mont.; Sister Johnson, La Crosse, Wis., and Sister Thornton, Farmington, Minn. Sister Smaby will also be gone by the time this appears in print, as Brother Smaby has begun work in St. Paul and the family expects to move there about the first of December. We regret losing all these good sisters, but I suppose our loss will be others' gain.

Brother and Sister Clay had quite an interesting trip through the west. They left here, I think, about the middle or last of June and returned after September 20. We are glad to welcome Sister Clay back, as she is one of our old stand-bys in lodge.

On September 29 we gave our annual ball, which was a success both socially and

financially. It brought us quite a little sum to put in our treasury.

We expect to take in two new members soon, and hope a good number will be out, because it is rather discouraging to go to the lodge room to do work and find about half of the officers absent and only two or three floor members there. Now, sisters, each one of you make an extra effort to get out more, as we are to have election of officers soon and let us fill these offices with members who have shown interest in the work. I fail to see any reason why a conductor's wife should feel herself above the rest when her husband begins to run passenger train. They had to begin at the foot of the ladder and climb the same as the rest of the brothers will do. We are not judged by the positions our husbands hold, but by the material we are made of. We are supposed to be sisters, and let us be sisters in reality. Of course it makes a brakeman feel very important to be promoted to conductor, but by the time they have attained that position they have certainly earned it. To me there seems to be nothing worse than a brakeman starting out on his run on a dark, stormy, cold night with his lantern on his arm, to climb the box cars. A warm fireside is very tempting in cold winter and it must be hard for a man to go from home when business men can be at home at night with their families. So when they are promoted we hadn't ought to blame them for feeling just a little more important than before; but as I said before, that hadn't ought to make any difference with us.

Another thing I would like to speak of, and that is, so many will monthly use up every cent the husband earns, and never stop to think of a rainy day. Every one of us ought to make an effort to put away a little each month, as there will come a time sooner or later when a little cash will not come amiss.

Well, I will bring my letter to a close now with best wishes to all brothers and sisters for the year 1910.

A MEMBER.

### Nashville, Tenn.

La Rue Division 199 is still in existence, though "owing to the serious illness of the correspondent" the report of the Division to the CONDUCTOR has been neglected. Am proud to say the Division is doing nicely, holding the two regular meetings (but during the heated term only one meeting a month was held). We have held two rummage sales lately, realizing each time a neat sum, and as the holidays approach our thoughts are turning to a Christmas bazaar.

There is very little sickness among our members at present, but, dear sisters, be not unmindful of those that are sick or in

trouble. We little realize what joy and comfort we can bring to them. We too readily forget these duties we owe one another, and as the season approaches for new resolutions let this one head your list: Resolved, That I will visit the sick and carry them a word of cheer. This thing of cheerfulness is a wonder and if we can only cultivate it, to this shall be added the serenity that fails not in the hardest trials and dispels the utmost darkness. I suppose ere this is published the holidays will be upon us, so I will now wish to all sister Divisions a Merry Christmas and a bright, prosperous New Year.

MRS. D. A. PITTMAN.

### Chillicothe, Ohio.

It has been a long time since Maine Division has been heard from, but we are still on the map. This will not be a very "newsy" letter, as we did not do much through the warm summer months, but have renewed our energies since it is cooler; and to feel the cool air about us and see the almost bare trees, and ground covered with its carpet of leaves, we realize that winter is not far off.

We are very grateful for the increase in business and welcome with joy the bright future.

We expect to take in some new members soon, but are very sorry to lose Sister Hall, who joined her husband in California, and the undersigned expects soon to remove to Oklahoma to reside.

We sympathize with Sister Geiger in her recent bereavement in the loss of a brother. We can only say, "Thy will, not ours, be done."

We had the pleasure of meeting Sister Lewis, of Chicago, a short time ago. We are always glad to have other sisters visit us, and extend an invitation to all who may visit the "old metropolis" to attend one of our meetings, which occur on the second and fourth Thursday afternoons of each month, and you will receive a cordial welcome.

MRS. WILSON McDONALD.

### Battle Creek, Mich.

Another year has nearly passed away with its many changes, its joys and its sorrows. The reaper has not come with his sickle to lessen our number, but several of our sisters have been called to mourn the loss of dear ones. Many of them have been on the sick list—how we have missed them from our little circle!

At our next meeting we expect one more to take the solemn obligation. Oh, if we would only think more seriously of what we are doing when we take that obligation and afterwards live up to it, what grand work we could do. If we would call on

the sick ones and those who are in trouble and cause them to feel that they have our Christian sympathy it would do them much good.

As it is nearing time for election, I must say a word for our present officers. Our president, Sister Ricketts, has been faithful and in every way has done her best for the uplifting and the growth of our Division. When the roll has been called the majority of the officers have been in their places to respond, except when sickness prevented. I think that is worthy of notice.

Our Division is looking forward with great pleasure to having our grand president, Sister Moore, with us and also to meeting the sisters from the other Divisions at the school of instruction, to be held in our Queen City the last of January. I hope this school will give each member new inspiration and make us more united so that Battle Creek Division 230 will be the banner Division.

May the coming year be very successful to all and may God's richest and choicest blessing rest on all sisters and brothers.

MRS. H. G. WALWORTH.

### Parsons, Kans.

The correspondent for Sunflower Division 85 has been very remiss in her duties this year, but she is the only one of the officers who has not been up to the mark. We have an efficient set of officers, chief of whom is our wide-awake president, Sister Clark.

Sickness and death have entered the homes of several of the sisters during the year, yet we have kept up an interest in Division work and the attendance has been fairly good. Sister La Monte, one of our charter members, was called from this world and its sorrows in the early spring and is missed from our circle.

We have had a succession of ten-cent teas at the homes of different members, and while not a great success financially, accomplished much in the way of sociability. We send greetings to all sister Divisions and hope for a new correspondent for our own Division this coming year.

IDA WILLIAMS.

### San Bernardino, Calif.

Seeing my first and last letter was not cast aside I will try again, consoling myself with the thought that this year will soon be over and some one better fitted will be elected correspondent. Since the organization of Division 208 everything is going nicely, and we predict for this Division the banner one of this section of the west and can place a standing order to all sisters coming this way that we know how to entertain, and to prove it, "try us."

With combined interests and loyal friendship life is sometimes sweetened where it is other times hard and rugged.

On November 13 Orange Blossom Division 208 entertained the brothers of Division 392 at Native Sons hall. The initiation of three candidates occupied several hours, or rather into the middle of the night it seemed to us sisters waiting outside to give them a surprise.

May 12 the Smiley Heights Division, auxiliary to the B. of L. E., entertained Division 208 with whist from three to five, then served refreshments, and after a nice little speech from our president, Sister Johnson, we expressed our appreciation and enjoyment and I know every one returned home feeling better. I think a little sociability among the sisters outside our regular meetings will bring about a kindly spirit toward one another, for really, I think the railroad people the best people on earth and should stand by one another. The social spirit is certainly catching since a like invitation is to be extended to Smiley Heights Division. We intend to make this one of our best years for work and good times we have had, and to do this we must have a good attendance and all get interested. Let me urge the "stay-at-homes" that they make an extra effort to attend their meetings, for, sisters, we must practice the drill our grand president, Sister Moore gave us. The officers alone cannot make a successful Division. You will see in our statutes duties of members as well as duties of officers; we receive the same benefit, why not be willing to share the burden, if such it may be called, to do our part. No one can see the beautiful floor work without becoming interested in it.

The stork still hovers over our Division. Congratulations, sisters, may your only troubles be little ones.

By the way, may I inquire why it is I never see anything in the CONDUCTOR from Division 392? I have had the pleasure of meeting many of the conductors and I surely cannot feel it is lack of material or ability.

Sister Rust has been called upon to mourn the loss of her dear husband. Dear sisters, go to her as the lonely days go by and have her feel she has your love to lean upon.

We were disappointed that more of our sisters did not attend the school of instruction held in Angel City Division on October 21, 22, 23, but nevertheless we were right there with the goods just the same; but, sisters, you don't know what you missed. I am sure the school was a great benefit to each one of us in some way. Our grand president seems to be a perfect encyclopedia in regard to Auxiliary work. Never a moment did she hesitate in answer-

ing any one of the many questions asked her, besides the good advice and wise counsel she gave us. And I think some of us learned this: that no matter how much we may think we know, there is still something more we can learn.

Our past president, Sister Mathews, has been elected district deputy, and I am sure a more faithful and worthy representative could not be found. She was our delegate to Boston, and when she returned she brought with her a most excellent report, which was highly appreciated by all who heard it.

Again I ask every good brother's wife to come and join us. Give us your assistance, brothers, in urging your wives to join us. We certainly have lots to thank Division 392 for. Mrs. GEO. FOLTZ.

### Concord, N. H.

Well do I know the editor will give me space once more to wish Sister Cass and all others a happy Thanksgiving, and a glorious Christmas for all conductors and their families. We can shortly realize that another year is almost gone from us with its joys and sorrows. What have we (like the gentle Ruth of old) gleaned that will go on record as of benefit to others and ourselves as well.

As I am writing there is another beloved brother of Division 335 being laid away in Blossom Hill cemetery, Brother Ben Jewel, who died suddenly after only a few days of sickness. Division 335 has, I am told, lost a faithful, noble and true member in every sense of the word. Our hearts and sympathy must turn in real earnest to the widow and her eight orphan children so suddenly bereft of their protector.

Merrimac Division 93 had a very gifted correspondent chosen at the beginning of this year. (Have waited patiently to hear from her pen.) Our Auxiliary was beautifully entertained at her summer cottage at Lake Sunapee in August.

On October 21 Sister Mann (Melvin Mann) gave us a cordial invitation to go to her home in Woodsville, ninety-three miles north of Concord, and spend a day with her, and such a dinner as we were treated to we can never forget; and best of all, Brother Mann happened to be home a little while under the new schedule that takes many O. R. C. brothers away from home a lot nowadays.

There was a sad happening here in New Hampshire on September 21: A rear end collision in a morning fog at Pattee, formerly West Canaan. The two trains, the Quebec Central express No. 4 and the Central Vermont express No. 6 were the trains that collided, killing Engineer Callahan and Fireman Parmenter, of the Central Vermont express No. 6. Brother John

Woodbury was conductor, but escaped uninjured. The regular conductor of the Quebec Express No. 4, Brother Cole, was at his home sick with pneumonia on that day, under the care of a guardian angel, and was saved. The conductor filling that position on the fatal morning was Brother Archie Morgan. The trains left White River Junction running close, and while the railroad commissioners censure Brother Morgan and his brakeman for failing to protect the end of their train by the use of fuses, it is sad for all concerned in the accident—the widows, and for those that are left. But we will each learn by the bitter experiences day by day—that is how we are taught. In the meanwhile let us all be cautious and watch the time, for we all need to have our fuses ready and waiting, for we know not what hour the awful warning may come to use them freely and instantly. God placed a big set of fuses at the disposal of us all. Come unto me all ye that are weary and are heavy laden and I will give rest, sweet rest beyond this bitter world of woe, where railroad wrecks are forever over. May we all meet in one big grand division in that heavenly land where no storms ever beat on the glittering strand while the days of eternity roll.

Merrimac Division had a food sale on November 1, with success, due largely to the efforts of our Sister Smith.

A blessing to you all through THE RAILWAY CONDUCTOR from your sister,

MRS. ALVIN B. COLE.

### Milwaukee, Wis.

I am sure the sisters who were once united with us in good sisterly love and friendship, and are in other parts of the country would like to know how Howard Division 139 is progressing. We have lost only two members by the grim reaper since organizing some eleven or twelve years ago; but many have moved away or dropped all interest in the Division, and so the work falls upon the faithful few. We have had some very pleasant and never-to-be-forgotten enjoyable times this year. We held our dancing party in April, which, under the conditions of the weather, was successful. On February 22, at Waukesha, Wis., eighteen of the sisters went to the home of Sister Maxon and surprised her, the occasion being her birthday. A beautiful cut glass fruit dish was presented in token of our love and appreciation of our sister president. All express a most enjoyable time. On March 31 a character party was given at the home of Sister Claton. The small sum of twenty-five cents was charged, the proceeds to be put into our treasury. Three prizes were given the best characters. We have given a number of cinch parties and sewing circles. We are

about to hold another cinch for the benefit of a needy family, and all sisters are working very hard to make this a success; that is the faithful few who are always on hand meeting day.

Dear sisters, let us strive the coming year to increase our membership and make it a record year for success in every way. Let us not be too hasty—a harsh word is often spoken to those who are not accustomed to harshness. Let us live and strive to do better and day by day see how much we have accomplished by doing good and overlooking the past, forging onward only to do better.

MRS. G. C. KRAGER.

### New York City.

At the last regular meeting of Manhattan Division 200 our sisters again mentioned our numerous visits, and how very pleasantly they were entertained. Franklin Division 245 received us royally, as did East Rock Division 225 at their annual reunion, also their birthday anniversary, which will long be remembered.

Manhattan Division feels proud they are so ably represented in our Grand Division by Sister G. W. Hutchinson.

MRS. W. O. CAMPBELL.

### Jacksonville, Fla.

The representatives of St. Johns Division 196 at the meeting held in Boston in May, 1909, promised that when the Grand Division met in Jacksonville in 1911 they should find a ladies Auxiliary fully organized and in good working order. I am glad to say that we are preparing to fulfill that promise. All the preliminary work of organizing has been done, officers elected, etc., and when the grand organizer has visited us and we have received our charter, our lodge—to be called Seminole Lodge No. —, will be ready for the good work, and we shall be only too happy in 1911, or at any time, to welcome the members of sister lodges to our beautiful city.

As I was elected corresponding secretary of our lodge, I shall take pleasure in keeping you informed of the progress we are making from time to time.

MRS. C. M. BURNS.

### Weehawken, N. J.

The unceasing onward roll of months has again brought us to the period at which a communication is due from Division 245. Our deputy, Sister Emmett, who is also our president, attended the third biennial school for the district deputies at Buffalo September 1 and 2. She reports instructive and interesting sessions. Sister Hutchinson, general secretary and treasurer, also Sister Franklin, accompanied her.

Our Division invited ourselves to a party at Sister I. Sharpe's. We met there one beautiful evening in August and presented her with a bouquet and an emblematic pin. The first of a series of euchres was held at the home of Sister H. Mitchell. The next will be held at Sister Marshall's. These affairs are much enjoyed in a social way, and are also a means of replenishing our treasury.

At a recent initiation the improved work was used. The white gowns of those officiating, with a touch of color introduced by the emblematic ribbons, together with the perfect harmony of movement made the ceremonies very beautiful.

Our membership chain has been broken by the passing of Sister D. Edwards, who departed this life October 4, after a long continued illness.

"There is no Death! What seems so is transition.

This life of mortal breath  
Is but a suburb of the life elysian,  
Whose portal we call Death."

As we are nearing the close of the official year, Franklin Division 245 desires for each Division a selection of officers that shall be the right women in the right places; a staff that shall stand for enlightenment, enlargement, unity, progress and financial prosperity.

Through the courtesy of the ever patient editor, we would like to extend the season's compliments to all the sisters and brothers whose homes are reached by this widely-read magazine. Farewell 1909.

Thus pass the years, and still we find  
They scarcely leave a trace behind;  
One single year, how short the space!  
Mere speck on Time's deluded face.  
And Time, whose race seems nearly run,  
Is but eternity begun.

F. A. U.

### Oakland, Calif.

For some time past I have wondered why the article sent you from the L. A. to O. R. C., City of Oaks Division 107 for the May number of the CONDUCTOR did not appear; but I found it was destroyed in the mail with many other letters, when those mail cars were destroyed by fire some time ago. However, I will try again, and hope this little item will reach you safely.

First, I want to tell all the sisters and brothers of our eleventh anniversary. We celebrated our eleventh anniversary in April; covers were laid for seventy-five, and none of them were left unoccupied—on the contrary we had to set the table a second time. Now, sisters, I will not go into details to tell you all the good things

we had but will cover the whole thing by saying it was a hot turkey dinner and all the good things that go with a full course turkey dinner. The banquet room was decorated with the colors of the Order, red, green and white. At each plate was a small flag made of red, green and white ribbon; our president, Sister O. D. Whitney, was the thoughtful one who so kindly made and arranged them. After dinner every one retired to the hall where Sister Whitney, with her thoughtful wit, had arranged many games and amusement. A number of the brothers were present, Brothers T. A. Hughes, J. P. Plane, W. F. Bayers, E. J. Burnest and M. E. Twiss, and spared no efforts to make the afternoon a lively one. The strange thing about it was that it was our eleventh anniversary and there were eleven charter members left, all of whom were present to enjoy the event with the younger members.

Our Order is growing in membership and finance. We have taken in several new members this past year, and there have been as high as four added to our list at one time. We have a fine corps of officers. Our president is a hustler, and her whole heart being in the work her efforts have shown results; she is ever ready

to give a willing hand to the good cause and is always thinking of some new amusement to make each meeting a pleasant one. Our secretary and treasurer I can't let go unmentioned. When I write the word treasurer I want to write the word treasure also. She is a good secretary and treasurer, but as a treasure she can't be beat. She is ever ready and willing to do her share at all our little banquets and gatherings, and you will see our secretary and treasurer and treasure just so busy watching cautiously for fear some one will be slighted. As I said before, we have a fine corps of officers; our vice-president, Sister J. W. Brown, is well fitted for her position, being an earnest worker. She never lets an opportunity pass whereby the Order can be benefited. The other officials all do their work with sincerity and much grace.

I will not take up any more of your valuable space this time. I could tell you many more good things about the City of Oaks Division 107, but will save some of them for another time. A large number of the sisters are away on their vacation and when they return I will have something else to tell you.

MRS. J. WM. E. GOODMAN.

## The Sack of Flour

WILL CARLETON, IN "UNITED MINE WORKERS JOURNAL."

Guilty, judge, and I own the crime—

I slipped away with a sack of flour;  
They nabbed me just in the nick of time—  
I'd had it home in half an hour.

Only the constable on the hill  
Knew that I must have jumped the bill,  
Knew as well as he could that I  
Hadh't the money with which to buy.

"Larceny," that's the proper word;  
There's never a crime but law can name,  
Only, I wonder if law has heard  
That any one but the thief's to blame?  
Say, did the constable on the hill  
Tell you about the closed up mill?  
Tell you of men who must beg or steal  
To give their babies and wives a meal?

Yes, I have begged—and I'll tell you how;  
I walked the roads and the fields and lanes  
And asked for work with the pleading brow  
And came back empty for all my pains!  
Say, did the constable on the hill  
Tell you the wheels of trade were still?  
Tell you, when work was dull and dead  
The wife and the child must go unfed?

Guilty, judge—let the law be paid;  
But if you had children four or five  
As pretty as God had ever made,  
And lacked the food to keep them alive,

Lacked the method but not the will,  
Their cries of hunger to stop and still,  
And then saw oceans of food in view—  
For God's sake tell me, what would you do?

Say, if you had a wife whose heart  
Had fed your own for a score of years  
And never a moment walked apart  
From all your griefs and hopes and fears,  
And now in that faithful bosom had grown  
A little life that was part of your own,  
And hunger harrowed them through and through—  
For God's sake tell me, what would you do?

Dollars by thousands stacked away—  
Harvests rotting in barn and shed—  
Silks and ribbons in fine display—  
And children crying for lack of bread!  
Wealth and famine are hand in hand  
Making the tour of a heart-sick land;  
Half of the country's future weal  
Crushed by the present's selfish heel!

Guilty, Judge—and I own my crime;  
Put me in prison without delay—  
Only—please work me double time  
And send my family half the pay!  
And tell my children if they ask,  
That I was working my gloomy task,  
Not for pleasure or money gem—  
But for the love I have for them.

# The Order

This Department is a Forum in which the members can discuss matters of interest to our Order and its members. The editor does not assume responsibility for the ideas expressed by the correspondents to this Department. Personalities, intolerant expressions, detailed descriptions of entertainments or funerals, lists of committees, and matters of purely local interest can not be used. News and communications upon matters of general interest are cordially invited. Write on one side of paper only. No communication will appear unless the name of the author is furnished us. Communications for this Department should be in this office not later than the 15th of the month for use in the following month.

## Los Angeles, Calif.

Grand President Sister Moore, of Toledo, Ohio, spent several days in Los Angeles on business in connection with her several Ladies' Auxiliaries of the O. R. C. in this vicinity, and Divisions 111 and 503, O. R. C., availed themselves of the opportunity of welcoming and banqueting Sister Moore on the eve of the 22nd at our hall. Division 111 took the initiative move in this honor we enjoyed and invited Divisions 503 and 470 to join us in doing all in our power to make it pleasant for Sister Moore and our fair ladies of all Auxiliaries in the vicinity, and we had the rousing time of our lives, one of the greatest love feasts we have enjoyed for many years, having had an attendance of over 200. Division 111 was unfortunate in losing the ever ready assistance of Chief Conductor G. O. Clark, who is now in Iowa on a visit to his dear mother, and the honors forcibly fell to the undersigned assistant chief. I am creditably informed, however, that the usual popular reputation, Fidelity, Justice and Charity (perpetual friendship), of Division 111 was sustained, and Sister Moore stated that she loved the conductors of Division 111. And here I want to thank our committee of arrangements on this occasion for the untiring effort in making our love feast all that willings hands could do. Our guests arrived at 8:30 p. m. in our ball room, where we had our fair city's best band of music, and after doing the grand march all retired to our banquet hall; when all had assembled around our festive boards the acting chief conductor was prevailed upon to give a toast in honor of the occasion. Here goes. Sisters of Angel City Division 84, Ladies Auxiliary to O. R. C. and Sister Auxiliaries: To you we are indebted for the honor we have of welcoming and banqueting Sister Moore, your fair president. Holy writ relates "It is not good for man to live alone." May your eyes brighten our halls as your presence has our lives; may your appetites lighten our boards as your companionship has our burdens. Brothers will rise and drink to the toast, "Here is to Sister Moore and our fair ladies. Here is to three rousing cheers for Sister Moore, and may we have the honor of her presence in our midst many, many times."

Here our feasting began and before all

grew too full for utterance the toastmaster called on Sister Moore, Ex-Chief Conductor Henry Kinch, our secretary, "Uncle Fuller," Brothers Geo. Jones, Al Miller, J. F. Summers, O. M. Seaman, Robert Gifford, Sisters Hough, Hollis, Summers, Rall, Garver and many others for remarks on the good of our Order. Many had indulged too freely in eatables to respond at length, however. Sister Moore dwelt at length on the great field of good that can, and is being accomplished by the co-operation of the Orders and finally admitted that she loved the conductors. She said:

"I would only scatter sunshine when the clouds are dark and drear,  
I would strengthen souls by loving them,  
when sorrow hovers near;  
I would put my arms around them like a brother big and strong,  
I would scatter sunshine with a soul-inspiring song."

When all had done feasting our guests returned to our spacious ball room where sweet strains of music overcame and intoxicated the wall flowers that heretofore insisted that "there is no use trying, Sal, I can't dance."

Thus Division 111 has won one more notable notch on their stick of records and glorious time.

Brothers, the correspondent of Division 111 is chairman of the legal committee handling the notorious Brother Mark B. Hamble law suit versus Santa Fe Railroad Co., and you remember we promised to keep you all informed through the columns of the CONDUCTOR regarding results. Therefore, the writer has been waiting and watching for the end, hoping to be able to reach settlement of our case from week to week and month to month, but the case still rests in the hands of the appellate court in San Francisco, and although we received a verdict of \$19,000 from twelve jurors here for our good brother, the defendant trapped up an excuse "writ of error," and as stated above our case rests in the appellate court and we must and surely will soon be able to report to you and we hope and pray that we will get justice.

Regarding the various business and political associations, "clubs" that are working their way westward (like the A. R. U. did), I am of the same opinion as Brother D. E.

Hasey in the October CONDUCTOR. He has it "the signs on the wall." In fact when we saw so many of our innocent brothers contributing funds towards this western wave Division 111 appointed an investigating committee, composed of brothers disinterested, to report to the Division if it was or was not advisable for brothers to join the so-called associations. This committee, Geo. S. Jones, O. M. Seaman, and C. S. Mercer, unanimously reported to Division 111 that it was not advisable to join such an association and that our present O. R. C. should meet all of our requirements.

In my next I will dwell at length on cutting down expenses of the Grand Division, and the problem of how to pay off the old conductor.

A. F. GEORGE.

### Birmingham, Ala.

I had the honor to be one of the many conductors that attended the joint meeting of Divisions 334 and 186 October 3, at Birmingham, Ala., to meet Brother Gregg, vice-president of the O. R. C. I will say to any that could have come and did not, that they made a great mistake, as there were in that body of two hundred men, men from all the roads in this district, men of talent, men who guide and help to make the O. R. C. the grand Order that it is today, men who protect the welfare of the brothers, and watch over them as a mother does her babe; and when you heard the eloquence of their speeches, you could but say that any order that had such men, men of such grand thoughts and noble minds as they showed us that day, was an order that would stand the fire of any battle and come out victorious. When you think of a body of men that would stay in a hall for six hours without a murmur and give such attention to the many speakers as we had that day, there was something said worth saying, and when we have such men as Brother Gregg to help hold the rudder of our ship, and such men as Brothers Kean, Land, Reeves, James, and others before the mast, that ship will land safely in the port.

Brother Gregg stood before us for two hours and gave us one of the grandest talks that ever has been our lot to hear. He showed to us that his heart was in his work; that we, who here in Birmingham, through Brothers Reeves and Land made it possible for the south to have a man in the Grand Division, made no mistake, and I think Brother Gregg will find that the men here in the south will stand by him to the end.

And when I say that Brother Kean followed Brother Gregg in speech, you who have heard him will know what was in store for us. I make no comment on Brother Kean, as there is none to make,

and when Brother Land took the floor the cup just ran over. When the other brothers, whose names I have forgotten, followed him, the good things just run all over the floor, and I nearly forgot to tell you that in the midst of all the grand speeches there was a nice lunch ready to serve, with cigars afterward; still all hands were ready to stay and listen to the master minds that were with us. Again I will say to our members, give our grand officers your hearty support and give to our committees all the help you can. Do not expect your chairman of committees to take a buttonhole and make a new coat out of it. If you want him to make you a coat, give him whole cloth to do it with. There is a habit with too many men when they get in trouble, to keep some of the facts back, or to try to cover them up, and when they do they weaken the strength of their chairman. Give him whole cloth to work on, and then I dare say you will get good work. If not you have made a mistake in the man, and then it behooves you to find a man that will fit the place.

I will say to some roads that have a paid chairman, be not too ready to change that man. Bear in mind that he will be a much better man the second term than the first, as it takes time to study the conditions on a long road, and too many changes but weaken your cause, as he is a far more fit man the second term than the first. I hear remarks made sometimes like this: "What has he done this year? What is the use of keeping him and paying out good money when he does nothing?" Do you stop to think that maybe he has done already the worth of his money, and the fact that you have him there ready to fight for you, may keep the fight down. If you remove him, you tear down your strongest breastworks and invite your foes to battle when you are unprepared for it.

M. H. FLESHMAN.

### Des Moines, Iowa.

I attended Division 38 today and we had a grand and very instructive meeting, having present with us Brother Fitzgerald, from Division 40; we always get good instruction from the brother; also, we had present Brother O'Donnell, from Division 93, and Brother W. T. Rich from Division 361. But this was not the best part of the meeting. After adjourning, the ladies of Division 20 furnished us with a grand chicken dinner, and you ought to have seen how the brothers enjoyed themselves at this dinner—their wives, families, and sweethearts were all present. I'll tell you that the sisters of Lincoln Division 20 always get up one of the best dinners, and everybody seems to enjoy their hospitality. We are like one big family at this dinner,

and the brothers all look forward to our election of officers for it. We have never failed, since Division 20 has been organized, to have our dinners and our picnic annually, and if the sisters of other Divisions would look forward for these annual dinners it would put more life and more interest in the Orders, for we all know to feed a man is the way to reach his heart.

OLD TIMER.

### Atlanta, Ga.

I wish to express my thoughts through the CONDUCTOR, hoping that some brother, more qualified than myself, will become interested by the mentioning of this thought, and put influence and couple his adds until we have a train with full tonnage moving upon our Grand Division. I wish to picture to my brothers and sisters a home prepared for the old and disabled conductors, one where they may spend their last days with loved ones, that may be spared to comfort them in their old age, and allow them the privilege of home, which is always so dear to childhood. For do we not, the older we grow, stand more in need of home, sweet home? We feel and know that life's golden hours are fleetly flitting by. We would like to know that we have a home prepared on earth by brothers who are our keepers, and that we can, in our declining years, reside in peace and comfort and better prepare ourselves for the home our heavenly Father has prepared for us.

Oh, I know it is a beautiful fancy,  
This home dream of mine;  
But do not the gates of Heaven  
Fling open at days' decline?  
And those whose days are ended  
Of earthly cares and ills  
Will pass to morning sunshine  
Forever on the Heavenly hills.

Brothers and sisters, let us form our lives so there will always be something sweet to look back upon, and something bright to look forward to. Let us all pull together for a home on earth for the needy. This home can be almost self-supporting. Let it be built on a large tract of land, one large building for headquarters, with rooms for visiting sisters and brothers, or any wayward one that might be coming that way, sore and tired, and needing rest, We should love our brother and sister,

For love, with its golden glory,  
Lifts all to a higher plane,  
Makes life a sweeter story,  
And lived not all in vain.

After erecting this large building we could cover the land with small cottages and garden spots, and the old conductor could occupy his mind in cultivating these

gardens, and the few loved ones he had left could cultivate flowers, and their home would be—

The artists call it a picture fair;

All would be love and harmony there.

Why? Because every one would be his neighbor's equal. There would be a surplus from these gardens and poultry, milk and butter, that could not be used by the home consumers. This could be taken to market by the superintendent and sold, and the proceeds put back in the home fund. Is there anything on earth that would bring more comfort to an old couple than a cottage of their own to live in, and to watch the growth of vegetation and discuss it with their neighbors? Now I have in my mind's eye just such a location for this conductor's home. There is a plantation for sale near the end of a street car line, and a large lake and park near by. The climate is ideal. You can raise two crops of some things in one season, and there is always a great demand and market. Within twenty minutes' drive of this plantation is a city of 150,000 population that is noted for its high elevation—a regular health resort; a city that does not quarantine against any disease because there is no need. It is known as one of the wealthiest cities in our sunny south. With its great lines of sky scrapers, it is known as Atlanta. I will be glad to hear from any brother or sister interested in a home of this kind and I will present their letters to the Order and get the proper influence behind it.

A. E. WILLEY.

### Columbia, S. C.

Many times have I heard arguments made by people and after hearing them have been reasonably sure they had never read that book by Reed, "Put Yourself in His Place." C. W. Post's article in Leslie's of Sept. 23, convinces me that he has never read it. He should get a copy, for it will do him good.

While posing as the champion of the much abused non-union man, Post is advertising his goods in as sharp a manner as he could, because a large number of readers of this article will give Post credit for being a philanthropist inasmuch as he pays out his good money to help (?) these non-union men by showing the public what tyrants the union officials are, and how, by getting the union label goods, you help to choke this helpless class. Also, Mr. Post pays ten per cent more than the regular wage scale and his help is well satisfied—ask them. Yes, ask them, and no doubt they will say they are satisfied. And to whom are they indebted for this extra wage? To Post? No, sir, not to Post, but to this same union Post abuses. How? you ask. Why, in this way: Mr. Post is such a

hater of all things union that he must not by any hook or crook let his plant become a union plant, so what does he do? Sharp Mr. Post here. He knows that if he does not pay just as much as the union scale he will find that his people will organize (in union there is strength, you know), and if he gives just the union scale it will appear as if he saw the "handwriting on the wall" and had to do it, so he adds a little matter of ten per cent and jumps in print as the champion of the helpless non-unionists, and points with pride to the extra ten per cent. Great head for advertising has Mr. Post. He would condemn the whole tree because a few twigs are rotten, then why not condemn the whole open shop policy when there are so many large rotten branches?

Where would the American workingman be today but for this same union? Would any one get more than a scant living wage? Are we to thank such men as Post? Has he by his ten per cent increase helped you plead for the public not to boycott your goods? If he would attend to his business, pay a good wage and stop showing his venomous hatred of all things in the shape of an organization of labor (such as he believes it is all right for capital to organize, and that is the "unable-to-put-yourself-in-his-place" side of him) he would be let alone, and his goods would be used by union men, but not with him doing all he can to break us up.

The supreme court has ruled that we cannot put any man's goods on the "we do not patronize list." 'Tis a wonder they do not say that Post cannot denounce organized labor, for that is the thing we sell. Did I say 'tis a wonder? No it is no wonder at all, for many times over it has been proven that the function of the court is to deal out unequal justice as between they that have, and they that have not. Post denounces the thugs in organizations' ranks who maltreat the poor, honest workman who has a family to support and who tries to take the job they left at reduced prices. Yes, they are wrong to use violence. Does Post denounce the organized capitalists who crush the men out of their organization so that they can get better prices for what they sell? No, that's high finance; they combine and cause the poor small dealer to lose his all, then run up their prices and try to dodge the price labor wants to charge. But that is all right, that's us.

Post actually has the nerve to quote scripture to support his position. It isn't the first time the wolf has been seen in sheep's clothing.

I presume he will come again. If so, he should not forget to reiterate what he has done for the dear non-unionists, for if he does it will lose its value as an advertisement.

FRANCIS B. FISHBURN.

### Clifton Forge, Va.

Division 184 is still increasing its membership by the addition of a new member every now and then. Now, boys, don't be afraid; a welcome awaits you, and the Division never fails to attend any alarm given at her doors; just knock on the outer door, knock good and hard, do all of it you want to, for there is no knocking to be done on the inside. In our homes, where everything is sacred and dear it gives us great joy to greet the new faces that enter. Our first duty and greatest effort is to train the newcomer in the way it should go; we spare no pains in our effort to mold the little life for greater and higher things, and according as we teach and train them so we expect them to go. So it is in our fraternal home: we welcome you and will greet you with joy and outstretched arms; we will spare no pains, nor will we tire in our efforts to train you to a higher and nobler life which we expect you to follow. It is not a pleasant task to perform, but many times it becomes necessary to use the rod of correction on a rebellious child in order that he may be able to grasp the good teachings of a guiding hand, so if you are good there will be smooth sailing, but if you insist on knocking the rod will be brought in, so come, we welcome you to our fold and will lead you gently along the path-way of Fidelity, Justice and Charity, placing you upon your first run that you may learn the duties of a conductor.

Our chairman, Brother P. A. McDaniel, has been off on a vacation for a week or more and reports having had a good time. He was accompanied by our general chairman of the C. & O., Brother W. T. Crawford. I say he had a good time; well, that is the way some of our brothers look at it when our committees of adjustment meet the management of their roads; they really think it a vacation for the brothers and that they really have a good time. Brothers, you will never know what these brothers are up against until you attempt to fill the office yourself, then you will know how to appreciate the efforts and labors of our committees. It is easy to say, "go ahead and make them do this or that," and it is still easier for you and I to criticise our brothers' work after they have done all in their power, far more than you or I could possibly have done. Our committee is the staff we lean upon for support in a critical moment; they fight our battles in the open field while you and I remain at home. When the battle is the hottest and victory hangs by a thread, they look back across the field to see if you and I are backing them up or if we have fled at the first sight of fire or the first smell of powder. Stand your ground, brothers, and don't criticise, but if you see the battle going against them

be there to hold up their arms and they will prevail.

We regret very much to state that our worthy brother, W. T. Morris, is on the sick list. Several months ago he was carrying a retractor a few yards to retrack a passenger coach and in some way made a misstep and fell, the retractor falling across his back injuring him to such an extent that he has been laid up ever since. Many of our brothers at large know Brother Morris, having met him at the Grand Divisions at Memphis and Boston. We hope to see him out soon, and to see his smiling face among us again.

H. A. CALLAHAN.

### Jersey Shore, Pa.

Division 168 is still doing business at the same old stand. Business is still increasing and soon will be normal, as all of the old men have been put to work and some new ones hired.

As to the proposed pension plan: As I have seen it explained through the columns of the CONDUCTOR in many different plans, each one of them means lots of money. Brothers, I think it is about time we awaken and do business. First, I may be employed by a railway company that has some form of relief and I pay my good hard-earned money towards this fund; I become disabled and laid on the shelf and draw from this relief fund \$30 per month; I also make application to the relief fund of the Order of Railway Conductors, and because I receive \$30 from the railway company that I have been with all my life I am turned down by the O. R. C. relief fund. This I consider a very bad mistake. Second, I carry \$3,000 insurance in the Mutual Benefit Department; I take out this policy when I am thirty-four years of age, and keep it up until I am fifty-one years old; my remittance fails to reach Cedar Rapids by a designated time, and I am barred from carrying any insurance in the Mutual Benefit Department. Why not change this law and allow the brother to make application for the same amount that he has formerly held, as I don't think any one willfully neglects his insurance. Third, in my estimation, they expect the younger element to keep the old conductors. This would be all well and good if it did not cost any money, but I consider it will require a nice little sum to start with. Brothers, keep up with the relief fund; if \$2.00 per year is not sufficient make it \$4.00, and allow a brother enough salary when he is put out of the business to keep him out of the poor house. I say, don't experiment with the pension fund, as I believe it will be a complete failure.

I hear that the Eastern General Chairmen's Association is about to meet; I hope

they may be able to do the freight captain some good, for we need more money and better conditions in the east. Think of freight crews laying around cabooses from eighteen to seventy hours without any extra compensation. Where is there another set of men on earth that would tolerate this kind of business? Our passenger men and yardmasters get their vacations each year; the freight men don't ask that, but what we would like, is to make a fair living so we could lay up a little for a rainy day, and this we are unable to do under the conditions that exist on some of the eastern lines. As to tonnage, we are the limit; 4,200 tons and one brakeman, and twelve to fifteen hours making the run of 100 miles.

Brothers of Division 168, try and attend Division meetings as often as possible—we will be glad to see you all come.

OLD TIMER.

### Camden, N. J.

The life of a passenger conductor is everything but rosy and sweet. He starts out in the morning to see that his train is put together properly, lighted and ventilated. He starts on his journey and trouble begins to conduct the business for which he is paid. A passenger will want him to raise a window or put one down, pull the shade up or down, as needed, and in the midst of his work he is asked by several people what time it is, what time the train arrives at a certain station, what time the next train leaves; he finds a ticket out of date, argues for some time with the passenger to get fare, get record of ticket and name of passenger (often a fictitious name), then gets a lot of abuse. He will find one trying to ride beyond the reading of his ticket, and often has to produce the ticket to satisfy the impostor; then one under the influence of liquor cannot find ticket or money, and another fight is on hand and probably he will have to carry him off the train. One who is dressed warm and got overheated in reaching the train wants a window raised to cool off, and those sitting behind object to it and want the window down. A commutation ticket is not signed, passenger growls and takes his time and delays the conductor as long as possible. Ticket routed wrong by agent, passenger taken to ticket receiver for correction. Agent failed to stamp ticket or to limit one, report the fact with notation on cash report. Passengers want to stop off and ask a lot of questions about train service. Lady with high-heeled shoes, or one who does not look where she is stepping and falls, get her name and address and extent of injury and write up an accident report. A dead-head not in good humor begins to kick and find fault about everything in the

presence of paid passengers; this trouble is annoying and should not be tolerated, while paid passengers are satisfied with the service rendered—the deadhead is the last one to educate the public to complain. In some cases you will find two or three paid passengers finding fault while the balance of the travelers are satisfied with the service the company is giving. In loading a train three or four people are standing, while ten to forty deadheads are seated, and none offer paid passengers a seat, which oftentimes would save the company the expense of hauling an extra car several miles when in ten or fifteen minutes the first stop is made and then there would be seats for all going beyond that stop—a passenger riding free should be willing to stand a few minutes if it would save the company money. Making an error on car record means a reprimand or suspension; not discovering the lifting of the wrong end of a ticket, suspension. A passenger who goes to sleep and gets carried by wants to be returned at the company's expense; messages received to look for lost articles; waiting for women to search through handbags and pocketbooks while conductor has from ten to fifteen minutes to work his whole train; passengers on wrong train through their own carelessness in not asking, and claiming somebody has directed them wrong, want to be returned at the company's expense. Passengers timid and afraid of going beyond the point where they want to go will ask at every stop of the train if that is the place they want to go. Passengers placing their feet on cushions, soiling them, have no regard for those who will occupy them. Dress suit cases in the aisle often have to be removed by the conductor upon refusal of passenger to do so. Hoisting umbrellas for women not wishing to get wet, taking his attention from those getting out of another car. People jumping on and off of train after starting and fall, accident report is required. Large bills for payment of small fares; often ask passenger to change bill, and in a hurry should we give passenger more than he should receive he retains it and thinks he has the best of the company, but the conductor foots the bill. Respectable looking passenger who has not enough money to pay fare, conductor will pay it for him under promise of payment, and for his kindness often is stuck for the amount. Passengers requesting you to see if their baggage is on the train. In a hurry fail to get enough mileage, conductor pays shortage. Attend to the telephones, watch brakeman and baggagemaster with switches, watch flagman and get train orders. Torn or soiled clothes means an accident report. Some near-sighted person will complain about lights. Lap dogs on seat cushions—and some dogs are thought as much of as

children—and nothing too good for them. Door closed on passengers hand, accident report and state who is responsible for the door closing. Window falls on hand or arm, same report and cause. Attention to hot boxes on cars. Watch broken seats that no one gets injured—defect report for any part of the rolling stock. Commuter leaves ticket at home and wants his ticket cancelled twice the next day; on refusal will put you down as a mean, contemptible man, and will find fault and annoy you to get square. Passenger wants excursion ticket and claims agent was out of the office when you know he was on his job. Another racket in attempting to collect half fare from a child and a lot of abuse, the same dose when collecting half fare in connection with a half ticket held by a child twelve years of age. Brakeman fails to pull whistle for flag stop while conductor is busy. Two or three mileage books to take fare for one passenger in busy times. Endeavor to get security for fare before ejectment. The further away from the starting point of a passenger ejected without money to pay fare the worse it makes the case, for it is supposed that the ejected person has friends or relatives at the starting point that would assist financially, when if the ejected person is carried several miles and in a locality of strangers causes embarrassment and hardship, creating intense anger and revenge. Passengers will often notice no ventilators open on the side of a car and imagine the atmosphere is foul and call for ventilation; when it is explained that they are sitting in an intake ventilated car they are then satisfied and imagination disappears. If a conductor can suit ninety-five per cent of his travelers I think he is doing remarkably well, for there are plenty of cranks and fools in this world. Windows broken by stones being thrown by boy on the highway, report accident. When passenger leaves train before arriving at destination, notify company for protection. Detention reports. Brakeman failing to put markers up means suspension. Care of conductor's stock, looking for lost or stolen tickets and passes, trouble with employes without transportation.

In deciding on a great number of these cases the conductor must think or act very quickly, and has only a few minutes to decide what action to take for the best interest of the company—and no doubt if he had time to think over these cases different judgment sometimes would be used. In case of ejectment or accident, witnesses are to be secured and it is a common occurrence that passengers will not allow their names to be used, as they do not want to get mixed up in the case on account of the expense to attend court in case of law suit. This often deprives a conductor of his just

dues. It is very hard at times to keep temper down under some of the trying circumstances a conductor goes through. A man can generally learn any profession in four years, one which he can leave and follow somewhere else, but the conductor cannot. A conductor works from ten to twenty years to get it and when one employer is through with him he seldom follows the same occupation under another, and must seek something new; and if he is so unfortunate as to not have a trade (which is the case with a large majority), he must start over again in life and work his way up. There are plenty of people today who are bleeding corporations for damages on fake injuries and it requires diplomacy on the part of the conductor to block their game, and he does not succeed in all cases; but no doubt the conductor saves the company a large amount of money from the scheming public. When a train stops a reasonable time for passengers to get off and on no damages should be awarded on account of passengers falling; any passenger could sit and wait for the train to start then fall off the train and claim the train started before he had time to get off. A person could not make money easier nor cause more trouble to the conductor than in such a case. Passengers oftentimes have a grudge against the company and are willing to do anything to get square, not considering the harm they are doing the crew. While a conductor is trying to settle a case with a passenger, very often another one will interfere and say "don't pay a cent; let him put you off." If a conductor leaves such a case to make a stop or finish working his train he will generally have a harder time to collect fare than if he had stuck to the case until settled. Another annoyance is to tell people the price of different kinds of tickets so they can figure out which is the cheapest way of traveling, instead of getting information from an agent who has time to look up such information, while a conductor is on the move and has a great many things to look after at one time. The conductor is often stopped and asked by passengers if Mr. — is on the train; if not, where he lives and hundreds of such questions which do not concern his work. There are various other things too numerous to mention that a conductor has to contend with, but enough has been said to show that a conductor's life is one of trials and tribulations; but he must keep in good spirits and be pleasant at all times and under all circumstances. There is no one that can pacify the public as well as the conductor or agent. They are the most valuable assistants the company has in its employ, as they are continually doing business with them, and no conductor wants the ill will of any community; and while he

may make a mistake in some transaction probably it is made on account of the time in which he has to consider the case. The agent's influence is limited to his locality, while the conductor is in touch with people all along the line. I know one conductor that had the pledge of over thirty members of the legislature to vote against a certain bill that he heard was going to be introduced and would be a detriment to railroads. I mention this to prove the statement I make is correct.

W. W. GASKILL.

### Birmingham, Ala.

In the June CONDUCTOR there was an article about "Old Glory" that was well worth reading; then in the September number was one from Brother C. E. Graves on the same line, and further on in the same number was one from Brother M. H. Fleshman, of my own Division, 186, and this causes me to break into print. Brother Graves tells us of the patriots of '76 and what they did that we might have Freedom, and then Brother Fleshman calls upon us to wake up that we may still enjoy that freedom. Here in the south two-thirds of the laboring men cannot vote because they do not pay their poll tax. They have no more votes than the slaves had before the war of '62, and all for lack of interest. Today, when they see where things are drifting, they cannot vote because they have to pay all back poll tax to be able to vote. When I was in Boston in May and went, that beautiful Sunday morning, to Lexington and Concord and stood on the spot where the shot was fired "that was heard around the world," I wished that every American laboring man could have been there to get inspiration from that historical spot. When I think of what our forefathers went through with to give us freedom, it pains me to note the conditions among laboring men today. I hope that a law will be passed at the next Grand Division making the voting franchise a requirement for admission in the Order. Wake up, labor, and go to the ballot box and vote your sentiments—not some other man's.

JNO. R. T. RIVES.

### Kansas City, Mo.

In 1884-5 Mr. John I. Blair built a railroad extending from Osceola, Mo., to Kansas City, Mo., known as the Kansas City & Southern Railway. It later was reorganized and called the Kansas City, Osceola and Southern Railway. This line was first managed by William Bailly. In 1888 Mr. W. E. Gray was appointed general manager to succeed Mr. Bailly. In the fall of 1892 Mr. Gray went to the C. & A. as superintendent of transportation and was

succeeded by Mr. B. S. Josselyn, who gave the road the star and crescent as a trade mark and called it "The Blair Line." About this time Mr. C. Miller became president under the management of these gentlemen. The employees, from the highest to the lowest, were brought together in such a way that they worked harmoniously for the good of the road, like a large happy family, each employe interesting himself in its welfare with the belief that what was good for his employer was also good for him. In September, 1898, the K. C. O. & S. Ry. ("Blair Line") was absorbed by the "Frisco." A short time before this took place the employes gave a farewell dinner at Clinton, Mo., as many as could get there attending. Ten years after two of these old employes met and were talking of old times and it was suggested that they get those who were employes of the "Blair Line" together again. Their old superintendent and now veteran passenger conductor on the Clinton sub-division of the Frisco took it upon himself to bring these old "Blair Line" employes, their wives and families together in a reunion at Clinton, Mo. This reunion took place on September 23, 1908, with a picnic at Artisan Park. There were present eighty-five former "Blair Line" employes, including their former general manager, general attorney, superintendent, live stock agent, master mechanic, and employes from every branch of the service. They came from Oregon, Colorado, Nebraska, Arkansas, Oklahoma, and many places in Missouri and Kansas. At 8 o'clock in the evening a banquet was served, 160 covers being laid, following with a grand ball in which all took part. The good feeling this created in the hearts of those attending at meeting their old friends again added to the enjoyment they had in playing jokes upon each other, and such a good time was experienced it was decided to make it permanent, and what is now known as the "Blair Line Employes' Association" was organized to meet annually, Mr. J. W. Geary being elected president and Mr. W. M. Balke secretary and treasurer.

The second annual reunion has just taken place and was a grand success. The ladies residing in Clinton gave an excellent lunch on the picnic grounds, while the band rendered music, after which a prayer was offered by the Rev. Lindsey. An address of welcome was given in behalf of the city of Clinton by Dr. S. T. Neil, in which some nice things were said about the Blair Line boys. This was responded to by the president. A very nice program was prepared for the amusement of those present and caused much merriment. At 8:00 p. m. a banquet was served, at which 150 covers were laid. Next came the ball, in which all took part, all the toils and hardships of

years being forgotten—father and mother, son and daughter were all on the floor together. We feel safe in saying it has taken the weight of years from their shoulders and added new life and vigor to their future. Many said they could go back to their various occupations with happy thoughts and the pleasure of looking forward to the third annual reunion when they will again meet their friends and renew the old friendship and association they enjoy so well.

D. S. GILLIS.

### Grand Rapids, Mich.

A problem of no small magnitude confronts the pension committee appointed by the last session of the Grand Division. The fact that this question has been a prominent one for so long a period and its solution awaited by the members of the Order for a number of years also adds to its importance. Judging from such information as the writer has been able to obtain the measure was strongly supported at Boston and he sums up the need of a pension department of the Order as being the one unfinished work left in the hands of our lawmakers to place us in the front rank of labor organizations. If we read correctly the handwriting on the wall we are led to believe that the time is near when all labor bodies will place their mantle of protection around their members during their entire existence and not merely confine it to a period when the member is in full possession of all that is necessary to respond to the requirement of active service. If we, as an Order, are to continue to prosper we must remember that it is our imperative duty to protect every worthy member in the position that he is placed no matter what that may be, and although we have done a good work in the past we are now called upon to readjust to meet present and future requirements. To consider how this can best be done we will find that our Mutual Benefit Department can give us much valuable assistance by presenting the method by which it protects its members. We all know that our members are satisfied with this department and that its work is performed along lines that will be just as satisfactory to the O. R. C. member of the future as it is to those of the present. If this is true, then why not place our members in three classes, viz., A, B, and C, and let the pensions paid conform to the class in which the brother is a member—Class A to represent all who have been members of the Order for twenty (20) years and under twenty-five (25); Class B to represent those who have been members for twenty-five (25) years and less than thirty (30); Class C to represent all who have been members over thirty (30) years. To create a pension

fund, collect from every member in Class A one dollar for his certificate of membership, Class B two dollars, and Class C three dollars. This will create a large fund and will not be a hardship for members to pay the required amount. After a poll of the Order has been taken, add to the grand dues enough to pay the amount decided to pay to members of the separate classes. As members become eligible to classes higher than those in which they hold certificates allow them to purchase certificates in the next class if they so wish, but this not to be compulsory, as the member should be allowed to say whether he is willing to provide sufficiently for his old age or not. Begin to pay a pension when members reach the age of sixty-two years, the age at which the national government retires their officers, and pay an amount that we will be able to, however small. We can make a start and add to it if we find that we are able to do so. Now this is only one member's idea, but it looks good to him. However, it may contain bad features that are not visible to him at this time, but it presents ideas and we, as members, should present them if we have any, for some of them are bound to be helpful; so if anything in this line occurs to you let us know what it is through the columns of the CONDUCTOR.

HENRY FLORIDA.

### **Birmingham, Ala.**

Having just finished reading the article from Brother Rigsby, of Bowling Green, Ky., and feeling so differently about the salaried general chairman, I would like to say a few words in regard to him; will begin by saying we, too, have discussed the question thoroughly and feel as though it is a very expensive luxury, as we fail to see any great improvements in our condition on the S. & N. A. Today we are doing work for nothing, which we were paid for before we elected a salaried chairman as an experiment. Every brother that I have spoken to about it thinks it is just what we have needed for a long time, but none seem to think the position is being handled to the best advantage, or in a way that we get the best results. We believe the only way we will ever get good results from our general chairman is for him to spend ten to fifteen days with each Division and get acquainted with the men, and the runs as well, so that he will be able to state our grievance in a business way and bring out all the hardships that we are laboring under, and until this is done our salaried chairman will never be of any special benefit to us. We think that in six months after being elected to the office he should be familiar with every run and should know every man on the runs and should make it his business to keep up with the changes so that he will

be able to handle any grievance that may be handed him, and not have to call on local committee for assistance, causing an extra expense, which should never be necessary. We are getting tired paying these assessments without receiving better results. What we want is a salaried chairman that will get out and hustle and show us he is putting forth every effort to earn his salary. The men are going to expect more in the future than they have in the past. We are all too young to be put on the pension list, so we might as well make up our minds to hustle a while longer.

Another point I would like to mention here is this: We think our general chairman should be more centrally located—Nashville or Birmingham would be better, as he would be able to reach any point on the system in twelve to fourteen hours. Would also like to suggest that we compel our general chairman to make a monthly statement, showing just what work is being handled by him and the result of his efforts; would suggest that this statement give an outline of each day's work, showing Divisions visited, the work handled for each Division, and a copy forwarded to each Division on the first of each month. These notes could be made each day, and it would take but a few hours to make up this report; in this way we would know exactly what work was being handled.

I would like to hear from some other brother on this subject. L. POYNTER.

### **Guadalajara, Mexico.**

The following letter was sent to President Taft, at El Paso:

HALL OF GUADALAJARA, No. 540,  
ORDER RAILWAY CONDUCTORS OF AMERICA.  
HONORABLE WILLIAM H. TAFT, PRESIDENT  
OF THE UNITED STATES, EL PASO, TEXAS.

"Sir:—We, the members of Guadalajara Division 540, Order of Railway Conductors of America, citizens of the United States and employed as conductors by the National Railways of Mexico, beg to call your attention to a case of gross injustice, the victim of which is James A. Cook, an American citizen, and for some time employed as a freight conductor on the Guadalajara division of the National Railways of Mexico.

"Since August 30, 1909, Mr. Cook has been held as a common prisoner in the penitentiary of the State of Jalisco. The only reason for his incarceration there is the fact that Mexican brakemen robbed freight trains of which he was in charge. The railroad officials do not connect him in any way with the robberies. The Mexican brakemen who committed the robberies have declared that he had no knowledge of the thefts. The charge on which he is held is contributory negligence.

"An effort has been made to secure the release of Mr. Cook on bail, but the Mexican judge in charge of the case has flatly refused to accept bond. He bases his refusal on the ground that the freight car robberies resulted in losses of such magnitude that the offenses are punishable by imprisonment of five years or more in the penitentiary. And this in spite of the fact that he does not charge that Cook had any participation in the robberies.

"At the time that arrests were made in connection with the freight car robberies three local merchants—two Frenchmen and a Spaniard—were imprisoned. The railroad detectives had information that these men were conducting a 'fence' and stolen goods were found in their possession. However, notwithstanding the damaging evidence against them, these three foreigners have been admitted to bail and are once more in charge of their establishments here.

"The American ambassador, Mr. David E. Thompson, the American consul general at Mexico City, Mr. Arnold Shanklin, and the American consul at Guadalajara, Mr. Samuel E. Magill, are in possession of all the facts connected with the Cook case, and must realize the great injustice that is being done an American citizen. However, up to this time neither the embassy nor the consular department has been able to secure the release of Conductor Cook.

"Absolutely no satisfaction is obtainable from the Mexican court in reference to the case."

#### HISTORY OF THE CASE.

The facts leading up to the arrest of Conductor Cook are as follows:

On August 28, 1909, Conductor Cook was in charge of a freight train consisting, on its arrival in Guadalajara, of thirty-two cars. During the trip fifty cars had been handled. The train reached Guadalajara about 10 o'clock at night, and was robbed a few miles out of this city, robbery being effected by the removal of bolts from the bottom of the side door of the car, the freight being thrown out while the train was in motion. Cook was in total ignorance of the robbery of his train on arrival in Guadalajara, as all the car seals were intact, and he received a receipt for his train and seals in good order from the seal clerk at the terminal. Later it developed that on two previous occasions freight trains of which he was in charge were robbed in the same manner. Cook was also ignorant of the previous robberies, as the car seals were intact and no evidence of the thefts visible.

One of the Mexican brakemen arrested in connection with the robberies testified that on the night of August 2nd he was standing on top of the caboose of the freight train and saw the freight thrown off

lying at the side of the track waiting to be picked up by confederates. When asked by the judge if he had advised the conductor he replied "No." It has since been shown beyond the possibility of a doubt that the brakeman on top of the caboose was watching the conductor, ready to signal any movement to his confederates. At the time the robbery was committed Conductor Cook was in the caboose compiling his reports, in accordance with the regulations of the railroad company. No evidence has been introduced tending to show that Conductor Cook did not take every reasonable precaution for the protection of his train.

"In conclusion, Mr. President, we beg to say that we do not believe an American citizen should occupy a cell in a Mexican penitentiary and suffer mental anguish and physical impairment because of the action of Mexican thieves. We respectfully ask that you take such action as may be necessary to show the world that the American government protects its citizens in foreign lands, and that the rights of American citizenship cannot be violated with impunity.

"Most respectfully submitted,  
By order of Guadalajara Division No. 540,  
Order Railway Conductors of America."

#### Monroe, Va.

There was once a young man who set out on a journey thinking angry thoughts. He wanted to harm people whom he did not like and to bring trouble to them. The people whom this young man hated were people in the city of Jerusalem who loved Jesus. This young man, whose name was Saul, had gone from house to house looking for disciples; when he had found them he had them taken to rulers of Jews who had them cast in prison, and was now on his way to a far-off city to search for more people who loved Jesus. The priest had given him a letter telling him that he might go; Saul and the men with him were near the end of their journey; they were not far from the gates of the city of Damascus when a strange thing happened. Suddenly there shone a great light from the sky upon Saul and his companions; they were unable to bear the light and fell upon their faces to the ground. As he lay on the ground Saul heard a voice saying: "Saul, Saul, why persecutest thou me? To persecute means to harm or hurt." Trembling, Saul asked: "Who art thou, Lord?" The voice answered, "I am Jesus, whom thou persecutest."

Brothers, stop and think for yourselves; are you persecuting our blessed Savior as this young man did who shed his precious blood on Calvary for the sins of those who persecute him as well as those who love him? When we realize what Jesus has

suffered for us, we can not persecute Him. All that we can do in this life is very little—at best we can never repay the blessed Savior—but we can help Him to build up His mighty kingdom. When the light was gone Saul lifted up his head, he opened his eyes, but he was without power to see—he was blind. And the proud young man who had meant to give trouble and sorrow to others had to be taken by the hand and led. He could not find his way alone. Brothers, our Savior says I am the way—how many of us will seek this way?

We find again for three days this young man did neither eat or drink. He was blind and was only able to think of the wonderful things that had happened to him. He had heard the voice of Jesus and thought no more angry thoughts, he felt full of love towards the Master and wanted to become a disciple; he wanted to show his love but could not do anything, for he was blind, and so all but helpless. Help was, however, on the way to Saul.

My friend, let me ask you, is there help on the way to you? Have you asked for it? The Savior said that it was more blessed to give than receive. Ananias laid his hands upon Saul and said, "Brother Saul, the Lord, even Jesus whom thou sawest on the way as thou camest, has sent me that you mayest receive thy sight and be filled with power to serve thy Master." As Saul listened, he was given back the power to see; he arose, and when he had eaten food was made well and strong again. He began to preach and tell about Jesus.

J. S. FAULKNER.

### Kansas City, Mo.

I see the pension plan is beginning to stir up some of our members—it's well worth our while to study this question very closely. Brother J. B. Gauss has given us some good figures; think of it, from thirty to seventy years of age is but a step. Now supposing we were to pay into the pension fund \$1.00 each month for one hundred years, at the end we have got only \$1,200, or just enough to pay us \$40 per month for forty consecutive months. The whole thing simmers down to this: Do you want a pension? Yes I do, and I am willing to pay for it. I have had and am now having some experience in the up-building of a pension plan; I am chairman of a committee appointed by the vote of men in the various departments of train, shop and office forces on the Missouri Pacific Railway, and in my work I am beginning to see many of the good results of our labor in training our men to understand that it is not a good place for the pessimist. We know there are many of them, who, if they were looking into a gimlet hole, would think it a grave; we

must broaden out and look into the future far enough to see ourselves tottering along to our labor when we are dragging ourselves along in our seventieth year; then I believe we will fully realize the necessity of a pension. A young man said to me during one of my talks: "But, sir, I shall never live to be seventy years old." My young friend, come with me into the workshop, into the yards, into the round house, and into the offices and amongst the official staff of any of our great railroads today and you will be astonished to see hundreds of men from sixty-five to seventy-five years old toiling to maintain themselves and their dependent wife, or perhaps a crippled sister or mother; they will tell you that away back thirty-five or forty years ago they thought just as you do, and you may very readily be assured you will be like them. Whoever wants a pension, with its great blessing, must make the sacrifice necessary to obtain it. Let us for a moment study out how we can economize in order that we may be able to pay the premium necessary to secure a pension without taking from our families any of their present comforts. Well, I smoke; I can cut out one cigar a day. Perhaps I take a glass of beer every day, or jump on a street car for a few short blocks when the walk would be good for my health—I can cut that out. Well, that means just fifteen cents daily, or \$4.50 a month; surely I am in favor of a pension if I can get it by paying only one or two dollars monthly, and then when I am old and out of work get \$30 or \$40 each month for the balance of my days, and die in peace, assured that I have been drawing from my own storehouse instead of from charity.

If my good brother "Wabash" will read Section 81 of the statutes, page 68, he will find that the statute leaves the disbursement of the relief fund entirely at the discretion of the board of directors, who in its first years were crowded very closely to make things come out fairly well. But since we have increased the relief fund one-half, I can see no reason why the good brother who in his best days saved his money and built himself a couple of cottages should not have credit for his thrift, and at the same time get his proper share from the relief fund. It surely is not fair to believe that the man who never made an effort to help himself should get an equal amount with the man who saved himself a home, taking away from the saving man his rent for the cottage, that by all righteous rights is his by economy and perhaps stinting himself to save it. However, I have confidence in the board of directors doing the right thing by all alike.

W. WELCH.

**Highland Park, Ill.**

The following donations have been received at the Home for the month of October:

O. R. C. DIVISIONS.			
57.....	\$12.00	155.....	\$12.00
79.....	12.00	251.....	5.00
154.....	10.00		
TOTAL.....			\$51.00

L. A. C. DIVISIONS.	
98 .....	\$10.00

**SUMMARY.**

O. R. C. Divisions.....	\$	51.00
B. L. E. Divisions.....		152.25
B. R. T. Lodges.....		111.50
B. L. F. & E. Lodges.....		37.00
L. A. C. Division.....		10.00
G. I. A. Divisions.....		30.50
L. A. T. Lodges.....		35.00
James Costello, No. 270, O. R. C....		1.00
Alfred S. Lunt, No. 456, B. R. T....		1.00
F. S. Barnes, No. 28, B. R. T.....		1.00
J. F. McQuaid, No. 39, B. L. F. & E.....		1.00
Mrs. Wm. Neville, E. St. Louis, Ill. Station No. 23, C. & N. W. Conductors' Room .....		63.00
Joseph W. Tankard, No. 629, B. L. E. ....		4.00
Brotherhood of Locomotive Firemen and Enginemen, from general fund, by A. H. Hawley, G. S. & T.....		10.00
Adam Law, Galston, Scotland.....	1,062.32	
Thos. Ryan, No. 543, O. R. C.....	1.00	
J. B. Coberly, No. 701, B. L. F. & E.....	2.00	
M. A. Nugent, No. 404, B. R. T....	.75	
H. S. Anderson, No. 6, B. R. T....	1.00	
J. E. Colleth, No. 430, B. R. T....	.75	
Albert Kerstetter, No. 42, B. R. T..	1.00	
W. H. Barley, No. 160, B. L. E....	1.00	
J. A. Cockley, No. 160, B. L. E....	1.00	
C. F. Barnes, No. 160, B. L. E....	1.00	
F. Pullware, No. 160, B. L. E....	1.00	
C. R. Bush, No. 160, B. L. E....	1.00	
T. B. Hall, No. 160, B. L. E....	1.00	
E. B. Hunt, No. 160, B. L. E....	.50	
W. C. Jaspers, No. 160, B. L. E....	.50	
Ruby Shasteen, No. 302, B. L. E....	1.00	
Chas. Read, No. 302, B. L. E....	1.00	
Geo. Bodley, No. 302, B. L. E....	1.00	

TOTAL .....\$1,587.07

Respectfully submitted,

JOHN O'KEEFE,  
Sec. & Treas.

**Denver, Colo.**

For the present I am making this beautiful city my home; arrived here October 28, after having visited El Paso, Texas, and witnessed the entertainment of Presidents Taft and Diaz; it was a grand affair. El Paso did herself proud, and the

occasion will long be remembered by those whose good fortune it was to be present.

I had the pleasure of meeting with the brothers of Division 76, who always make you feel at home. I also had the pleasure of meeting with the brothers of Division 44 last Monday afternoon. The attendance was good, and I enjoyed the manner in which the business was carried on. Brother W. S. Ammon, their worthy chief, and Brother F. D. Elliott, their worthy secretary and treasurer, seemed to be the right men in the right places.

I must express disappointment at the failure of the brothers in answering questions asked them in the May issue upon the subject of engaging in the sale of whiskey, in any manner whatever, by a brother of the Order.

Brother Paul R. Gibson, of Division 323, hit the keynote, but spoiled things by displaying a want of charity, the crowning virtue of all. I can hardly believe Brother Gibson meant to be so extreme.

"The man from Virginia," in the November issue, has the right conception of things pertaining to this life, and his letter is good food for every conductor and the world at large. Sorry the brother did not answer my question, but hope he will later on. Brother, where did you originate from, anyway? I would thank you to know all about you, for I am inclined to think that you and I came from the same neck of the woods. Your name, O. L. Munday, is mighty familiar to me.

In the same issue a brother from Hugo, Okla., instead of answering my question, proceeds to deliver an anti-prohibition speech; but he spoils things by delivering it from behind a bush—in war times we called that "bushwhacking." Brother, come out in the front and we will have some fun. "By their fruits ye shall know them." Prohibition prohibits in Texas, and don't you doubt it. Brother Ed. B. Willis will never be found "joking" when it comes to practicing the beautiful teachings of the Order of Railway Conductors. Fidelity, Justice and Charity mean much to him, and if practiced by the members of the Order not one of them will ever be found giving aid or countenance to the most damnable curse that has ever been turned loose upon a nation—the liquor traffic. The "bootlegger" is an angel compared to a licensed saloonkeeper. God has said that "no drunkard shall enter the kingdom of Heaven." The "bootlegger" is willing to manufacture drunkards without paying a license to do so, but the white-aproned, diamond-studded saloonkeeper is willing to fit up a palace and pay federal, state, city and county license to manufacture them.

I wonder how many of the 200 bootleggers in Oklahoma "Jersey" would know

if he were called before the grand jury and asked about them? Not one. Yes, "Jersey," I have read or partly read every issue of "K. Lamity's Harpoon," and know the editor intimately, having sung bass in the choir of the First Baptist Church of Tyler, Texas, by his side time and again, and indorse much of his say upon the subject of prohibition; but not one of his caps has ever fit me, or have I taken exceptions to them. K. Lamity don't talk or write about my kind of prohibition. He is our friend and will go his length for us.

I am sixty-five years old and hope to live, God willing, to see every saloon wiped off the face of the earth.

Don't trouble about the "bootleggers." The faithful, God loving, God fearing prohibitionists will take care of them.

I have a few reasons to give "Jersey" for being opposed to the traffic of liquor, to-wit: first, I am a man; second, I am a Christian man; third, I belong to the O. R. C.; last, but by no means the least, I believe in protecting the home, the church and the womanhood of our nation. I regret deeply that "Jersey" has to search for employment. If all the money thrown away through the licensed saloons could be turned into legitimate business, there would be but little doubt that "Jersey" would have employment.

ED. B. WILLIS.

### Birmingham, Ala.

I promised in my last letter to talk about "The true life of a conductor" in this one. I may offend some one, but those that are not guilty need not fear. I will have to go back to the time you first commenced your railroad work. The most of us commenced as brakemen. There are three classes of men that enter the railroad work. I will have to give you some of their reasons, so you will understand me better.

I have asked many men in my twenty-three years of railroad work why they commenced to railroad. Some told me that in the work that they had they could not make as much money as they could in railroad work. Some told me they had no trade and they saw a chance in railroad work to make money enough to support themselves and family, and there was a chance for a man to make something for himself and to get a home. The third class will tell you that they can make money and have a better time, have a chance to see more, and that the railroad men have the best time of any class they know. It is not much use for me to try to break up any of the habits of the old men, but I may help some of the new ones. The new conductors are the ones I want to reach in this letter if I can, because the

old conductors must look to the new ones to help hold up what has been done; and as we are making new ones to take the places of the old ones, it is our duty to the new man to help him all we can, and to place every safeguard around him we can. It is our duty when he becomes one of us to protect him as far as we can, and it is also our duty to force him to honor the name that means so much to us. We must deal with him with the same stern duty that has been dealt to us. "Duty" must ever be our watch word, and when we find tares in the wheat it is our duty to pluck them out, and it is our duty to clean the seed we sow well. Do we stop to think what a duty rests on the conductor? In fact all railroad men? When we consider that nine-tenths of the commerce of this country rests in the hands of the railroad men, and think of the lives that are each day trusted to the care of the men out on the road, we should be true to that confidence that is placed in us—and our duty does not end when we deliver that train to the yard safely. We are a class of men whom the world looks upon as a class that should be superior to any other; we have built up a name to be proud of, yet there is plenty of room for improvement; we have a great many faults that the public does not know of, and too many that they do; we are sometimes untrue to ourselves and brothers, and when we are the public will find it out sometimes and condemn us for it, and sometimes their condemnation is just, too.

My new brother conductor, you form a great many habits while braking that will be hard for you to quit, but you must do so if you ever expect to reach the "true life of a conductor."

I will tell you of some of the habits you form. A good many, when they first started out, thought they must be good fellows and have a good time and spend their money as they went; that if they dressed well and went to all the shows at both ends of the road, take a drink when they felt like it, flirted with some girl at each town they ran through, played cards, attended the races, got credit at any store, they then thought that they were real railroad men. I am glad to say that type of men is fast becoming a thing of the past. Some will ask the reason why the public demands a higher class of men than they did in those days, and our Orders demand it, too. Now when a brakeman of the kind I have told you about gets promoted, he does not reform at once—some do in time.

Young man, I will tell you now what kind of a man you should be. I have told you what kind some of you have been. When you commence your duty as conductor (this letter will not reach you before)

you should make up your mind to obey the rules of the road, and when you by chance meet with trouble, tell the facts. Establish a record for truth, so your statement will be taken by your official as a true man of honor. Make them respect you by an honorable course toward the company you work for. Teach them that they will find you a man of nobility, a man that will ever be ready to do your duty to the company and your brother workers. Teach them that you will resent a wrong done you, as quick as you will do your duty to them; teach the public that you stand among them as a man whose word can be taken, as a man of true honor; teach them that you are a true citizen, and that your rights as such must be respected. Be ever ready to do your duty to your friends of the road, when it will not injure you or your family; be ready to act on the square at all times.

And in your home is where you must show your true nobility. When you come in from your trip, it does not matter how hard it has been, be ready to meet your wife and children, if you have them, with a good word of cheer. Teach your children to respect you, and you respect them; teach them that mutual respect in the family is the pure gold of a family, an altar that kings must bow to; teach your children that though poor they are equal to any in truth and honor. Be ever ready to help that tired wife of yours who has had the care of the children while you were away on your trip; teach her that she is not a slave, but your partner and confidant and equal; let her learn that she has made no mistake in the man that took her from a good home to share his lot; and bear in mind you owe a duty to your God, and if you do not perform that duty when you come to receive your final services later, what it will contain. So live that when you receive your last order that it will contain the right of way to the final yard of glory. There is one fault that stands against too many of the old men that I want to caution the new man against: when they start out on the road there is in their heads a disposition to get in as quick as they can—not to think of the other fellow at all—let him look out for himself. Stop and think sometimes that a little help from you would mean a great deal to him, and something to the company; to be ever ready to give the help to others that you would like given to you. Bear in mind that your brother may not be as quick to grasp things as you are, and cannot look as far ahead; and when you meet one of this kind, do not take advantage of him, but help him if you can—bear in mind the devils were cast into a swine. Don't forget you owe the Division a duty as well. If you expect the Division to protect you in time of trouble,

you must share your part of their troubles. A dilatory lodge member is a poor railroad man, and a conductor who mistreats his family is paying for a cell in the lower row in Hades.

I want to show you what kind of men some of you may have been, if not now—but I hope not many. This is to the older men, so the new man can learn and guard against such. Mr. C. gets married, rents a house, gets a lot of furniture on the installment plan—and may be he owes some bills besides this expense—and his wife has come from a good home; the habits Mr. C. had formed he will find hard to quit. At first they will get along fine, will entertain their friends grandly—which will cost money—and of course he will have to take in a show at the other end of the run. In time they have children and more expense, the old debts not yet paid; and when Mr. C. comes home now about the first thing he will ask that poor tired wife if she has anything ready to eat. She tells him no, that the baby was sick and she could not go to the market. He informs her that is the way when a man comes home tired and ought to be in bed he has to go to market. When he goes to bed she must keep the children still; when he gets up he will go to town and stay there until time for his run to go out, then rush home and demand a lunch put up. Soon that poor tired woman learns she is a slave to a man, but she can't help it. She soon learns that the man she thought so grand is not what she thought him to be. In some cases he will find himself so in debt that there is no way out, and bankrupt may leave his family and go out into the world and impose upon the members of the Order wherever he can—he ought to be hung.

I must carry this picture a little further. Mr. C. No. 2 gets married. He buys a home, and with his wife they will furnish their home within their means and pay cash for it. They will entertain their friends, too, but not beyond their means. Soon they will become respected by all who know them, and they will be ever ready to give a helping hand to those who need it. In time when children come to them, you will find that wife at the gate to meet him when he comes home, and what he will say to her will be, "can I help you to do anything before I go to bed?" "Yes, you can go to the market, as baby was not well and I could not go." He goes and is glad to go. When he has his rest you will find him at home helping to care for the children, or helping his wife if she needs it, or reading something to improve his mind. When Sunday comes you will find him at church; on lodge days you will find him at the lodge. You will find him a man that is well

thought of by all who come in contact with him. You can go to him with anything you want, and your confidence will not be betrayed. He will not be always on the lookout for some mistake of his fellow workers to report, maybe to gain favors for himself. He will never seek advancement for himself at the expense of others. The man that eats bread taken from others unjustly ought to find a mighty bitter taste in it. We should all aim to live like we would have others live. I think that every man should make some high aim in life and try to gain it, if it does cost something to do it. You would be well paid for it in the end. Heaven is none too high for any man to reach, and if you live to reach there then you will have done your full duty at all times.

M. H. FLESHMAN.

### Ludlow, Ky.

Ludlow Division 513 held its annual election November 7, and two new recruits were added to the Division. The meeting was a very pleasant one—all the meetings of this Division are remarkably friendly, kind and strictly businesslike. The Division feels that it is especially called upon to render a good account of itself, and by so doing justify the wisdom of our president in granting it a charter. It is in an excellent condition in every way and can be relied upon to remain so. If any of the brothers would like to have some photos of the Blue Grass country I will send them to you with pleasure.

F. S. D.

### Ft. Wayne, Ind.

After a silence of several months I wish to inform the O. R. C. world that Wayne Division still exists in a very enthusiastic condition. And while her spirits drooped somewhat during the panic just past the old ship weathered the gale right royally, and by the evidence gathered from the members in attendance and the enthusiasm shown at the Division Sunday, November 7, at our annual election, we expect a good showing to be made in the year 1910. There is a large per cent of the members employed on the Pennsylvania Lines, and the letter in the October issue of the CONDUCTOR from Logansport, Ind., from the pen of Wabash (sorry he did not sign his name) is causing no end of adverse comment from its readers. Something is wrong some place; either Brother Kenney's assets have been misrepresented or else the spirit in which the relief fund was originated at the St. Paul convention has been violated, and it is of vital importance that the conductors employed on the entire Pennsylvania system and all other lines

that maintain a pension system know just what to expect in case the day of adversity comes. I am well aware of the fact that the relief fund was not established for the purpose of paying a stipulated sum of money to a disabled brother who has enough of the world's goods to provide a comfortable living for himself along reasonable lines, but the spirit that originated it surely intended that this fund should close up any gap that might exist. And while a pension of thirty dollars per month might keep the wolf of poverty from gnawing through the door sill, if you owned one, it would also furnish to the disabled member ample food for reflection while eking out his scanty existence; and his final conclusion would be, after finding he was doomed to exist on the naked necessities of life, that in the O. R. C. code, Fidelity, Justice and Charity did not really and truly mean faithfulness, equal rights and love. Perhaps ten per cent of the members of the O. R. C. are employed on lines that maintain a relief department and these employees contribute out of their monthly wage for its maintenance and also contribute from their wages to maintain the relief department of the O. R. C.; and in the spirit of Justice that we all prate so much about, if the member becomes entirely disabled and is pensioned by the employing railroad company and that pension is not sufficient to allow him to live in reasonable comfort, then the O. R. C. relief department should step in and supply the difference. This is fraternal and brotherly; this is the spirit in which the O. R. C. was organized and the keynote that has maintained it. And if there is any unwritten ruling that is going to force ten per cent of the members of the O. R. C. to pay to maintain something that they can never hope to benefit by, in the spirit of charity it is high time to see that those who make the rulings change their minds or else the rank and file will demand a change of rulers. I wonder a good many times how much good the relief department is doing, what its surplus is, how many brothers it is assisting. In looking over the financial statement on our Mutual Benefit Department receipts and in the CONDUCTOR we all feel our bosoms swell with pardonable pride at our healthy growth, and have a right to feel proud; but if the relief department assessment is creating a surplus it ought to show with the other financial reports. Here is a chance. Pennsylvania brothers, and all who believe in our motto, a strong protest should be made for help for the needy.

We are all glad the pension fund idea is progressing; let it be established quickly, but be sure to put enough money into the top of the horn so the bottom will not be empty when needed. Let us remember

Daniel Webster's undying tribute, "Justice is the greatest interest of man on earth; it is the ligament that holds civilized nations together wherever her temple stands, and so long as it is duly honored there is a foundation for social security and general happiness and improvement in our race; and whoever labors on the edifice with usefulness, whoever clears its foundation, strengthens its pillars or contributes to raise its august dome still higher in the skies connects himself in name and fame and character with that which is and must be as durable as the frame of human society." Add Sir H. Davy's definition of the word kindness, and we have our duty set before us: "Kindness, life is made up not of great sacrifice of duty but of little things in which smiles and kindnesses and small obligations given habitually are what win and preserve the heart and secure comfort."

R. B. EVANS.

### Argentine, Kans.

I have been a reader of THE RAILWAY CONDUCTOR for the past seven years and enjoy reading most everything in it, but never before have I had the insane desire to break into print. In reading the article in the November issue over the signature of "The Man From Virginia," I was impressed with several of the thoughts, and the general theme of his communication, and I agree with him that the membership of the O. R. C. could do no better than to strive earnestly to shape their lives after the pattern of the Man of Galilee. But the writer of the article mentioned seemingly takes another member of the Order to task for daring to express his disapproval of the actions of a brother who violates his obligation to the Order in the use of and sale of intoxicating liquors. I would not and will not undertake to take issue with the man from Virginia, for if I am not much mistaken I see in the article the ear marks and hidden hand of a certain brother whom I have seen and heard speak; and I know his ability as an orator and writer, having had the privilege of witnessing an event at the Portland convention when our ex-grand chief conductor Brother E. E. Clark, at the close of an exceptionally fine outburst of oratory tossed a bouquet which he held in his hand to the speaker, whom I am inclined to think was the man from Virginia. It certainly would be presumption on my part to attempt to enter into a controversy with a man of his ability. He says man is a Dichotomy and a Tichotomy, and the best of us a conglomeration of inconsistencies, with selfishness as a predominating characteristic. We may be all of these things, but I think any man, and especially a railway conductor, employed by a rail-

way company, who will persistently indulge in the use or sale of intoxicating liquor in the face of all the examples that have been made of brothers who do so could more properly be classed with the long-eared variety of quadrupeds. I firmly believe in the principles of Fidelity, Justice and Charity, also in the Golden Rule, and the teachings of Him who loved us to the extent that he willingly gave his life as a propitiation for our weakness and sin, and try to apply these teachings to my daily life. And while I believe in covering the many sins and transgressions of humanity in general and members of the O. R. C. in particular, with the broad mantle of Charity, and in forgiving to the extent of seventy times seven the brother who shows a repentant spirit, yet I also believe in exacting the principle of Fidelity from each and every one alike, and in dispensing justice to those who persist in living so as to bring reproach on the Order by their disgraceful actions. It is a world-wide known fact that all large corporations, and railway companies in particular, will not tolerate the use of and indulgence in intoxicating liquor by their employes in train service especially; and how can we, as an Order, expect to win and keep the confidence and respect of railway officials if we, as an organization, harbor in the Order men who drink. I have the greatest sympathy for any man who has an appetite for drink, for it, like other passions inherent in humanity if given reign in the life of man, will rule and ruin him. Now I would not for a minute set myself up in a Pharisaical attitude and look with contempt upon an unfortunate brother who is guilty of violating the law of the Order and his sacred obligation, as well as the law of decency and self respect, which, if continued, will bring reproach upon himself, the loss of his position, and misery and degradation upon his loved ones; and if he is harbored in the O. R. C., will bring into disrepute the organization. But when we temper justice with mercy, and out of a heart filled with charity overlook the breach of Fidelity and go to an erring brother and plead with him to turn from his evil way and try to exercise the offices of a good samaritan and put him on his feet again, he will swell up in his own importance and feel insulted and inform us that he does not need our assistance, and does not thank us for prying into his conduct, and that he has not yet arrived at that state of imbecility as to need the services of the membership of the O. R. C. as a guardian, and would consign us to the place spoken of in Holy Writ as a lake of fire and brimstone, where the worm dieth not and the fire is not quenched—and yet the escapement of dwelling eternally in a place of this kind is just why we are trying to get him to see his need. It is true that selfish-

ness is the great predominating characteristic of most humanity and mankind in general, and railroad men in particular, if judged by their actions, believe in Darwin's theory of the Survival of the Fittest, and in the old saying of every man for himself and the devil take the hindmost. The time is at hand, I think, when the railway conductor more than ever before should literally and to the uttermost extent practice not only the precepts of the Order, Fidelity, Justice and Charity, but go even farther than this and become imbued with power from on high that will enable him to rise above all the animal passions mankind is heir to, and make the principles and precepts of the Sermon on the Mount his daily guide, and so shape his life and direct his footsteps upon the highway of life that leads to that great terminal of eternal happiness. Then the mantle of charity will not be needed to cover a multitude of sins and the conductor can look every man squarely in the face without any qualms of a guilty conscience. Spotters' reports would become a thing of the past and the services of the general committee man would not be needed to intercede for a brother taken out of service for improper accounting, and railway officials would have confidence in the integrity and honesty of purpose of their conductors.

I do not know anything about the conditions, surroundings and environment of the railway men of Virginia, but I am a man of Kansas and live on the border of Missouri, where we have the with on one side of the state line and the without on the other side and I have ample opportunity for observation. Some time ago a good brother of Division 55 told me he was a crank on the whiskey question, and any one can apply that same thing to me if so desired. And the readers of the Journal may think because I live in prohibition Kansas, the state that produced Carrie Nation, Mary Ellen Lease, and other characters of like celebrity and national reputation, that I have been inculcated and indoctrinated with the Kansas spirit to the extent that I have become lop-sided on the whiskey question. Yet it is a fact, nevertheless, that the brother who so forgets the scene of his initiation when he took the solemn, and should be sacred vow, to uphold the principles of Fidelity, Justice and Charity and obey and uphold the rules, regulations and laws of the Order as to become a booze fighter or a dispenser of intoxicating liquor should not have held out to him the idea that he can continue to do these things and remain in the Order and escape the dealing out of justice to a violator of the laws of the Order. As I said before, I believe in the forgiving spirit toward a repentant, but there comes a time when patience ceases to be a virtue, and the great God of the universe said his spirit

would not always strive with man; and as he who expects and has a right to expect to at some time inhabit one of the mansions prepared by the Son of Man for those who do His will, must obey the laws given for the government of their lives here on earth in the preparatory state, so should the member of the O. R. C. who expects to have extended to him all the benefits of the Order and enjoy its privileges so shape his life and actions that he may not only have the right to enter in but to remain a member of the O. R. C. and thereby be a living example to all mankind of a man who believes in a fidelity of purpose and truth, and receiving himself as well as dispensing to others true justice, and possessing the greatest of all virtues, charity.

J. F. CARTER.

### McKees Rocks, Pa.

I note the letter from Brother Chamberlin in the November issue of the CONDUCTOR, which at this time is most suggestive and pertinent. As to the "consensus of opinion" among the members of our Order, there can scarcely be any doubt but that they favor, almost to the point of demanding, the establishment of an old age pension department based upon some method that will meet the exigencies of the case and be permanently substantial. The all-absorbing question seems to be: By what method and means can we inaugurate and propagate a plan to pension our older conductors, such as will stand upon its own merits and be self-sustaining in itself without impairing any other department of the Order? I think all conductors will agree with me upon this one point: that if we do institute an old age pension system, it must be so constructed that it will "stand upon its own bottom," or, in other words, it must pay for its own existence. I shall not attempt to suggest any such plan, but will leave that very intricate and important matter to the more experienced and better adapted heads which are to be found among our membership, fully confident that when they do decide to bring into actual existence this beneficent proposition we will have a measure that will count for permanency without taxing the membership beyond the point where it will be both able and willing to bear the burden of its sustenance.

I have no issue with Brother C. from the fact that he saw fit to submit a plan, nor will I have with any other brother who may choose to do likewise—this is a brother's right. Indeed the purpose of Brother C., which we infer from his article concerning this matter, is highly commendable; evidently he designs to bring out the ideas of the general membership on the subject, that the essence of our Order who

shall be chosen in the makeup of the next Grand Division may eliminate from the diversified sentiment that will then be extant and understood, and in consequence be enabled to so draw from it as to formulate, if possible, some such system that will be most sure to give the best general satisfaction. With all this, I feel constrained to register my disapproval of the "revenue plan" as submitted by Brother C. I am unable to see anything either feasible or elastic in his proposition. Succinctly, I desire to give my reasons for being in opposition to his suggestions. First, Brother C. puts the age at which pensions for our older brothers should begin at sixty-five years; it is a safe conjecture, a most splendid guess, that ninety-five per cent of our conductors will have been "gathered to their fathers" before having reached the age of sixty-five years, consequently all things in connection therewith, duly considered, it is very evident that the age limit at which such pension ought to begin should in no case exceed sixty years. Second, Brother C. says "The amount of the pension to be paid to the individual to be determined by the committee and its actuary," (providing, of course, the surplus money in the Mutual Benefit Department is used for this purpose, of which I shall write farther on). I oppose this second proposition on the ground that it is and ought to be impossible to satisfy the integral membership of our Order with any custom that will permit a committee however high or responsible to disburse monies belonging to the Order in the absence of a fixed principle governing the same that will be equal and alike to the entire membership. We now have a similar though slight practice in vogue in the distribution of relief funds to disabled members which is not altogether agreeable, although possibly the best we can do under the circumstances now existing. Conductors, as a rule, do not believe in "taxation without representation," and much prefer to have all monies belonging to the Order distributed according to specific constitutional provisions. Third, Brother C. suggests that when the million dollar mark in the surplus of the Mutual Benefit Department is reached we apply that surplus, together with the interest derived from the same, to the payment of pensions to members who are past the sixty-fifth mile post in life. I, for one, am unalterably opposed to this last proposition, partly because of its retroactive feature to use monies for a purpose other than intended when originally assessed and paid over, but more so for the reason that I am fully convinced that if it is not possible to create and maintain an old age pension fund without tapping the surplus of the Mutual Benefit Department it would be better by far to discontinue the matter at once and

abandon the project altogether. Instead of becoming alarmed at the supposed large accumulation of the surplus fund in the Mutual Benefit Department we ought to be concerned about the actual smallness of it—that fund is none too large at the present time. Statistics tell us that it must continue to grow to a much greater proportion to sustain the Mutual Benefit Department in its present rate of assessment. The Mutual Benefit Department is not yet twenty years old, and I would remind Brother C. that we must still wait forty-five years before we can afford to place the Mutual Benefit Department on the old age pension list, which the tapping of its till amounts to.

Many brothers who were both in the service and the Order long before the Mutual Benefit Department existed have already reached the age that must soon cause a continuous increase in our death rate; this increase has come to stay; we must be prepared to meet the increase in the cost—a natural and statistical result—we can not avoid it. Ere long the existing surplus in the Mutual Benefit Department will be drawn on heavily enough, if not wiped out of existence altogether, in the satisfying of its own legitimate demands, unless prevented by a raise in assessments which of course we wish to avoid as much as it is at all possible.

Nothing can detract me from the belief that all monies paid into the Mutual Benefit Department, together with all increment derived therefrom, should stand to the credit of that department alone.

From the Bulletin of the Department of Labor, No. 37, date of November, 1901, on pages 1075-6 I copy the following: "Although the brotherhoods (railway) are in a flourishing condition, both with respect to the membership in the brotherhoods proper, and also in the membership in the insurance or beneficiary departments, *there is some sign of a tendency for the average age to increase, which may seriously affect the death risk.* \* \* \* Some such tendency is already noticeable in the tables just given. \* \* \* Some of the brotherhood organizations are already taking steps to obviate this difficulty. \* \* \* The benefit department of the Order of Railway Conductors, for instance, *now collects one dollar per year for the reserve fund.* \* \* \* *The dangers incident to any other policy than one of great care in accumulating a reserve are well illustrated in the present condition of the so-called 'Big Four' Mutual Association.*"

The "Big Four" Association, it will be remembered, was a voluntary society composed of employes alone, and which "went under" simply for the want of a substantial reserve fund that would be adequate to

meet the additional cost necessitated by the old age increase of its membership.

To conclude, I believe it would indeed be a wise and economically pertinent act on the part of the next Grand Division to raise the assessment one dollar per year to still further replenish the reserve fund of the Mutual Benefit Department—at any rate infinitely preferable to any step that would tend to mitigate its present financial growth and standing.

The Mutual Benefit Department is worth twenty to one more to the general membership of our Order, old or young, than any system of old age pension that can possibly be devised, and I am past fifty-four at that.

If we must have an old age pension, let it be distinct in itself and self-sustaining. Let the Mutual Benefit Department alone.

CORRESPONDENT DIV. 217.

### Boston, Mass.

As Thanksgiving and Christmas come and go, it puts us back to boyhood days—no matter whether married or single—and with children about us it makes us a child again.

We cannot help but picture the young conductor in his room alone during these holiday seasons, possibly miles away from family and friends. He sits there alone wondering how long he will be on such a run. He begins to take up a thread of thought as follows: Wasn't I better off in a baggage car and home every night with father and mother than away off in this back town? The thought then steals over him, why! I am acting like a kid; he takes on fresh courage and says I will stick it out. He goes to his train the next morning, which is Christmas morning, with joy in his heart. The first person he meets is his big-hearted engineer, who says, "Well, son, come up to the house tonight when we get in and we will have a big Christmas feed." "I'll be there," says "Conny." His baggage-master and brakeman can't seem to do enough for him this Christmas morning. One of the passengers presents him with a box of cigars, "for kind treatment to my invalid mother" written upon the box. Conny gets Merry Christmas all along the line.

The young conductor on this Christmas evening can't get to the engineer's home quick enough—he thinks the engineer is extremely long putting his engine in the house.

Well; I didn't intend to write a story for the fraternal columns, so I might just as well tell you he married her—the engineer's daughter, of course.

Don't forget the boys away from home. Conductors, enginemen, baggage-masters and brakemen, if you have a home ask the fellow who is running with you up to Thanksgiving or Christmas dinner; it will do your hearts good, also the other fellow's. There

are a whole lot of us who are very thoughtless about the other fellow who is lonesome, many of us are kind-hearted enough, but the time slips by and we don't invite. What's to hinder us this Christmas time if we begin early to invite some one to dine with us. Let us open up, brothers, let us open up. Often we get into the rut of Get, Get, Get, when it would do us all good if we should take the broad gauge of Give, Give, Give for a change. Now I don't mean give hilariously and in such a gay manner that it lacks good common sense, but a good, healthy give once in awhile, not always money or a sumptuous dinner, but a kind word given in a kind way may do the trick. Now, brothers, don't get off in bunches and say I wonder if the correspondent for Division 413 practices what he is trying to preach—you notice I said trying. I confess I have not always done as my better thoughts have dictated. Have you? Some of our brothers have, one brother in particular, whom I shall dare to mention, and who always wears the Taft smile, Brother B. H. Morrill, chairman of our general adjustment committee. Brother Morrill hates to see men fall to that state which is lower than the animals that grovel in the filth of earth. He has helped them to arise with kind words, also the cash, with a big dollar sign along side. Brother Morrill has men's interest at heart, and he takes a deep interest in their welfare. Brothers, we don't need to go to home or foreign missionary societies to find workers that help the fallen and those that are in distress, we have them in the O. R. C. Now possibly some brother who has fallen from grace may read about the generous deeds of Brother Morrill and send for a perpetual loan. Don't any of you dare try it, for he knows human nature thoroughly and you can't make him believe "hot air" is music.

The only way to settle general promotion is to settle it right. Justice is the word. Brother Bedell says there are more ways than one in which the matter could be adjusted without seriously interfering with the rights of any class or individual. We fear if there are so many ways to adjust the general promotion plan, the best plan may be overlooked. We don't want any hobby-riding plans; we want, first, rights that belong to the passenger conductor and nothing more.

If I understand aright many of the roads of the country promoting from freight service follow the lines of seniority. No passenger conductor loses any rights or can he be displaced no matter what rank either was promoted from. Freight conductors take their places behind those promoted ahead of them. It looks to me then that the loser is the baggage-master, and to him it is a serious thing.

It don't seem possible to me that an old freight conductor (I mean old in years and service) could come into the passenger service and handle a passenger train as it should be handled; no more could an old passenger conductor do satisfactory work in the freight service. Both are out of their element.

We must look the general promotion plan square in the face. We must not think that because we were born and bred in the passenger service that the freight man would not make a good passenger man—many of them would be our equal in many ways. Very few of us are fashion plates. Brother Bedell speaks of the attitude of some of the passenger men toward the freight men. I have failed to see the "better clay" spirit that he speaks of—possibly the freight men may be a little sensitive and imagine a whole lot at times. As far as doing the work in either service the clean young freight conductor could step right in and do the passenger work, and the clean young passenger man could do the freight work. We have seen both classes in the different departments; some have made good, others have not. We could call some names of men from the freight service who are the best passenger men we have today. To sum it all up we are O. R. C. conductors; there should not be any clay or cement line between us, no cold pyramid look, conductors all.

The convention of the Eastern Association was held in Engineer's Hall, Canal Street, Boston, October 19-23. It was attended by 117 general chairmen and the general officers of the Order of Railway Conductors and the Brotherhood of Railroad Trainmen. A new president was chosen and we are glad to state that an eastern man was the choice, which we think very appropriate—J. Wall, of New Haven, chairman of the joint board of the entire N. Y., N. H. & H. R. R. He needs no introduction, we just present him as president of the Eastern Association.

We were glad to meet Brother Newton, who represented the Lake Shore. It was a how-do-good-bye-come-again sort of a meet.

The November CONDUCTOR arrived November 5; the first letter under the "Order" was Brother Newton's. His letter was timely and just what we need here in the east. Surely Brother Bedell will rise up and call him blessed.

Brother W. B. W., of Jacksonville, Fla., hit up the subject of general promotion in a cute way. That's right, brother, get after us Bostonites. Brother W. B. W. finishes his letter so very kindly in the following words: "We all want you in 1911." We have an itching desire to visit the peninsula state; Florida, it is said, was discovered by Ponce de Leon on Easter Sunday, March

27, 1513. This day being called by the Spaniards Pascua Florida, "Holy day of flower," he called the country Florida. No doubt old Conductor Ponce said some day this land will become famous; he probably had reference to the O. R. C. in 1911. We have read some about the extension of the Florida East Coast Railway from Miami to Key West along the famous coral keys, and a ride over this extension is surely a ride in wonderland, also a sea wonder. Florida is making history and we are glad that the O. R. C. of America is going to help them out with a few pages. Jack-sonville (I use ville for will) do herself proud.

Bay State Division 413, Boston, held their annual meeting Sunday, November 7; business, nomination and election of officers for the ensuing year, and everything went off with a snap and go.

Jacob Reed's Sons, of Philadelphia, uniform outfitters, are making the B. & M. uniform suits. Under the guiding hand of F. C. Leonard, their agent, the winter suits look neat, nobby and natty, and all suggestions were kindly granted.

The world is soon to celebrate the birth of our Lord, the Prince of Peace; He is the Chief of Peacemakers; He never drew a sword; He rules by love. May His peace be the peace of the world. Glory and honor to Jesus, the Prince of Peace. May we not forget Him as we bestow our gifts to relatives and friends this Christmas time, 1909.

C. E. GRAVES.

### Pine Bluff, Ark.

Division 251 has had adversities and got behind several hundred dollars with the Grand Division, and other debts incurred by sickness, deaths and appropriations to brothers and their families, but through the courteous treatment of our grand officers in extending us time until we could pull through with our sick and afflicted members we have stemmed the tide, and now believe that the tide of adversity will roll back and let in the sunshine of hope and prosperity. We are nearly all pulling together for the elevation of each other and our noble Order. Like all lodges, we have some good material who are "the faithful few."

We were charmed and enchanted by a visit on October 31 by our vice president, Brother T. A. Gregg, who was on a visiting tour of the Divisions in his territory. We met him at the train and escorted him to the Jefferson Hotel overlooking the Arkansas river. We opened Division at 2 p. m., with Brother Gregg officiating. He gave us good advice and instructions on general lines. He also gave us a lesson in morality, which, if we will follow, will do us good. Before closing Brother Gregg gave us his second and closing oration for

the good of the Order and each other. His manly form, smooth, round, clean shaven face, with dark eyes, long, heavy, black silken hair falling over his right temple, coupled with his kindly face, congeniality and eloquence held us spell bound for an hour, and it was nearly 8 p. m. when the Division closed. Brother Gregg demonstrated by his eloquent speech coupled with admonition, advice and instructions that he was like Wm. J. Bryan and Theodore Roosevelt, a man who stood with his feet upon the earth and his head above the stars. Brother Gregg, "There is more in Heaven and earth than thy philosophy has ever dreamed of!" As we listened to our vice-president our imagination swung out and grasped the following thoughts: "Reason is a divine attribute, and the first principles of a limited intelligence." "In noble hearts the feeling of gratitude has all the ardor of a passion."

Perish dark memories, there's light ahead;  
This world's for the living, not for the dead.  
Down the great currents, let the boats  
swing,  
There was never winter but brought the  
spring.

Ef th' tide is running strong,  
Keep a-pullin'.

Ef the wind is blowin' wrong,  
Keep a-pullin'.

'Tain't no use to cuss and swear,  
Waste your breath to rip and tear;  
If it rains or ef it's fair,  
Keep a-pullin'.

Tho' it's winter or it's May,  
Keep a-pullin'.

Ef your in the ring to stay,  
Keep a-pullin'.

Tho' you can't see e'en a ray,  
Sun is bound to shine some day—  
Got to come 'fore long your way,  
Keep a-pullin'.

The writer wrote on the minutes as follows (we will also apply it to the dying year): "Brother Gregg, 'Good-bye.'" It is a hard word to speak. Some may laugh that it should be, but let them; icy hearts are never kind. The hand is clasped, the word is spoken, we separate and are upon the great ocean of time. We go to meet where? God only knows, it may be soon, it may be never! Friends crowd around you and give you their hands. How can you detect in each "good-bye" the love that lingers there? And how you may bear away with you the love of those words for many, many days. Ere you can meet your friend again, death's cold hand may have closed his eyes and chained his lips for ever. And he may have died thinking that you loved him not. We must often sep-

arate. Tear not yourself away with careless boldness that defies all love, but make the last words linger, and if tears fall, what of it? Tears are not unmanly.

If it had been left to a vote of the members of Division 251, we would have voted unanimously for Brother Gregg to stay with us until after Christmas, but if it had been left to the chickens and other fowls, their vote would have been unanimous to stay away.

Christmas will soon be here; let us wipe off the blackboard and cast out any animosity that may be lurking within our natures, and commence life by the golden rule route, down the pathway of life.

"Trains that pass in the night,  
And yell each other in passing,  
Only a signal swing;  
And a distant voice in the darkness.  
So upon the ocean of life we glide,  
And speak one another,  
Only a look and a voice,  
Then darkness."

Compliments of many future seasons to all. Your friend always,  
J. W. MERRIAM.

### Pittsburg, Pa.

R. B. Hawkins Division 114 held their annual election at their first meeting in November with the usual result, all offices filled by as fine a bunch of conductors as can be found in the Order, and if the rules governing the Order column permitted I would like to say something on the personal good qualities of each officer elected. As has been customary for some years, except where there was a break in the line, all officers in the chairs for the past year were moved or advanced, and Brother John A. Ody, one of the most popular members of Division 114, and as was truly said by the brother who made the nomination, "one whom we all love," was started in line by being elected to the inside door. Brother Ody is quite well known in the Order generally, and his many friends will be pleased to learn that he is now in line for chief conductor, and Division 114 will be proud of him when they see him wearing the past chief conductor decoration of the Division as we all know he will add honor to the emblem so proudly worn by all of our past chief conductors. The usual good feeling and jolly spirit prevailed, even the defeated candidates making complimentary remarks in favor of their successful opponents. Our trustees saw to it that a good substantial lunch was served during a recess of thirty minutes, which all enjoyed to the limit. We had the good fortune to have with us several visiting brothers, among them Brother C. F. Merrill, of Division 259, now connected with the interstate

commerce commission as inspector, who conducted the installation of our newly elected officers in such an able manner that the Division extended to him a rising vote of thanks. Brother Merrill's remarks proved him to be a brother with a good loyal O. R. C. heart in him, and the Order is very fortunate in having such a good representative in the position he now fills. Brother Merrill also imparted some very valuable information to the members of the Division on the details of the safety appliance laws. In addition to the above we had with us as visitors Brothers J. A. Peterson, of Division 168, G. W. Conner, of Division 14, J. Zingelbaugh and S. P. Martin, of Division 433, and J. E. McCaffery, of Division 447.

Having elected our officers, we expect them to discharge the duties of their positions with alacrity, and many of us are not slow to criticize and condemn if they show themselves negligent or indifferent to those duties. We may, and sometimes, no doubt, do make a mistake in our selection, but is it not true that in most cases the members themselves are to blame for the seeming indifference of their officers? It is very discouraging to come to meeting after meeting and find nothing but empty chairs and the stove to do business with, or some member who has not been at a meeting for a year and would not be at this one if he didn't have a kick to make. We do not have that trouble in Division 114, as we have a very large membership and about as husky and able a bunch as can be found when it comes to debate or working under the good of the Order, but I believe many of the smaller Divisions do have this trouble. Now, brothers, don't you think that if you would attend as many meetings as you can when you haven't anything to kick about and perhaps help some other brother who has a better case than your own, or get in some good work under the head of the good of the Order you could help to liven up things and encourage your officers to get busy? Try it and you will be surprised to see the result; show by your attendance and efforts that you have the good of the Order and particularly your own Division at heart, and will stand back of your officers in the legitimate discharge of their duties and you will, I think, be able to say to them at the end of 1910, "well done; we are proud of you."

Replying to Brother A. V. Newton, of Buffalo, N. Y., who of course refers to my letter in the September CONDUCTOR, which was purely a guess on figures, though he will find by reading my October letter, where I give facts, that I was not far wrong, I would say that the closing figures of the first paragraph mean that on a five per cent basis we would have ninety-five members in every hundred paying twenty-

five cents per month, which would amount to \$23.75 to divide in pensions among the other five members, or \$4.75 each. If Brother Newton and some of the other big-hearted brothers who can, like Brother Newton, write good, sound logic, will keep at it and help out our committee, we will get a pension system that will work and be a credit to the Order.

Brother E. Chamberlin, of New York, makes a very interesting proposition in the November CONDUCTOR, and I took the pains to do some figuring and see how it would work. Well, in September we had in the Mutual Benefit Department 39,607 members paying \$74,834; the extra assessment of two of our doubleheader assessments each year, or twice this amount, goes into the reserve fund—that would be approximately \$150,000; add to this the income of \$1,000,000 at four per cent, we would have \$190,000 to pay pensions with. At the same time we had 419 members in the Mutual Benefit Department sixty-five years of age and over that would give to each pensioner \$37.00 per month, but we would still have probably double this number among the nearly 5,000 members who are not in the Mutual Benefit Department and the totally disabled members under sixty-five years of age now being cared for by the relief fund, to care for. All of our calculations must take these last into consideration.

JAS. B. GAUSS.

### I'm Going to Ask St. Peter.

I always know what I'm going to get Christmas, and this is the list: Socks 10½, handkerchief with a "G" in the left-hand corner, meaning "G. R.," and a necktie of various hues. This Christmas will be no exception to the rule—socks 10½, handkerchief with a "G," and a tie of various hues. The following Christmas I'll get the same, socks, kerchief and tie. I'm used to these presents and don't think Christmas would be appreciated by me if I didn't get socks 10½, handkerchief with the "G," and a tie of various hues. And I wonder, after I've crossed the "River Styx," if there won't be waiting for me some of those dear friends with a package containing socks 10½, handkerchief with a "G," and a tie of various hues?

I'm going to ask St. Peter when I get to the other side

To open wide the portals and kindly step aside,

Admitting those dear friends of mine who, on the crest of the rising tide,

Come loaded down with presents for me—socks, wipe, and colored ties.

G. R. CARSON.

**Fort Worth, Texas.**

Sunday, November 7, was observed as memorial day by Evergreen Division 57 and the L. A. to O. R. C., and was well attended by both the conductors and the ladies of the Auxiliary. I have seen other and older societies in observance of their memorial exercises, but none where I was more impressed in heart than at this one. The custom of memorials is gaining in the hearts of all and is a solemn duty we owe to our departed brothers and sisters of the societies of which we are members, as well as to those of our immediate homes. Brothers, let us do all we can to observe our memorial and strengthen and encourage our sisters, for they are worthy and will meet us more than half way in any worthy enterprise. The memorial address was delivered by Rev. Dr. H. A. Boaz, president of Polytechnic College, and his text was from the twenty-fifth chapter of Matthew—the parable of the Ten Virgins, the five that were wise and the five that were foolish. His great point in the address was: In consideration of the hazardous life of a conductor he should be ready to enter in with the bridegroom to the marriage feast. Who should be more ready than the railroad man? Dr. Boaz made a fine address and it was most highly appreciated. Our sister, Mrs. Annie Conlisk, first vice-president of L. A. to O. R. C., made the memorial address for the Ladies Auxiliary. She is good, and is always on hand for a good word or work.

Now I cannot tell whether this letter will be blue penciled or not. I write it because many of the members of Division 57, or who have been members of the Division and are still interested, some being in Mexico, California and other parts of the country, want to hear from me. I want to take some exceptions to the few lines above the forum of correspondents, especially that part where it seems to give the black eye to detailed descriptions of entertainments. Now if my letter comes under the ban of the blue pencil, I am very sorry indeed, Division 57, and I am sure other Divisions of the Order, have membership all over the country, and without any other channel cannot hear from this part of the country only through the CONDUCTOR. I think our genial editor ought to cut out that part of the clause. If I cannot hear anything but little reports of local Divisions, or a tirade about train collectors—they are very good and timely and I do not refer to them in a slurring way at all—but I want some little sugar in my coffee and salt on my spuds to make them taste good. Who wants THE RAILWAY CONDUCTOR if we are tied down in our letters to just local interests? After while no one will read it at all.

SAMUEL R. PROUD.

**Memphis, Tenn.**

Having occasion to consider a proposition of bonding conductors in both passenger and freight service, I would like to hear from some of the brothers who are able and willing to start a discussion of this subject, an answer to some of these questions:

What is the reason for bonds? Are there any known records of a bonding company ever having paid a shortage for a conductor? What can the Order do for you if the bond company cuts you out? Have you not agreed that the bond may be cancelled without giving any reason, and thereby cancelled the schedule or contract that the Order has made with the officials of the railroad company for your protection?

I am of the opinion that these bonding companies are nothing more nor less than a gigantic blacklisting scheme. No member of the Order can afford to knowingly sign away his right to know why he is relieved from service or denied employment; neither can we deny the employer's right to know or seek to learn the class of service that is rendered by every employee.

The opportunities for checking passenger conductors are so numerous that a statement from special agent No. 31 that Conductor Brown on train 17 collected five fares from C to D and reported four fares from C to D should not be taken as positive evidence that Conductor Brown appropriated one fare from C to D. Ask the railroad company or the bond company to produce agent No. 31 or any of the five passengers paying the fare from C to D; they will most positively decline, and the time has come when you must so conduct yourself and your trains that you be in a position to positively decline to enter into an agreement to permit them to relieve you unless you are shown. If we continue to fall into the hands of these bonding companies we might as well disband and reorganize under the old standard which I once heard a brother call the "Mutual Admiration Society."

DAYLIGHT.

**Chicago, Ill.**

Commodore Sheehan, of Division 206, was present today in Division 1, and he said it was just like an old-time grand division meeting—about 200 present—in Wheaton's time, only he missed the *ring of the glasses*. Well, we had an election; Commodore lobbied me into this correspondent job for another year, and then our P. M. Howland took him to "ask the man," and he came back and gave us bouquets of compliments in a very neat little speech Fred Smitt had written up for him. At our election Brother F. B. Wheeler, of

the C., M. & St. P. was elected chief conductor; Brother G. A. Bosson, assistant chief conductor; Charlie Warren was out and unanimously elected secretary and treasurer. It did us all good to see and hear our old esteemed friend, Charlie Warren out among us. Brother J. A. Callahan nominated him in a very appropriate manner, and I saw tears of joy in the eyes of several members as they listened to Jack's praise of one we all love. May God grant him strength to have Brother Callahan come up several more times and repeat his speech of re-nomination. Pinney still stays chairman of the Council, and the rest of the officers I will not name, as I want our members to read their roster and by-laws. Our protected cruisers (division committees) are all able men to command and lay before any port for a consideration of their proposals. Brother A. V. Newton, we have given you Brother Jim Curran for another year to associate with and I heard several brothers say they hoped the Eastern Association would get busy now. It is rumored here in Chicago today that one road has given six cents per hour increase to their yard men, and you old heads all remember that when prosperity strikes the country they are always the first bunch to move. Private cars have been very numerous in Chicago the past few days. The Council has found more jobs than men at present. All roads are congested here. The C. & N. W. is twenty per cent ahead of all previous records for the last few weeks. Cars are moving both ways loaded. The "dividend fellows" melon crop has great prospects of an awful heavy yield. How about the producers' crop? Read the speech of Theodore Roosevelt at Des Moines when he expressed his views of the profit sharing of the working man and the dividend man, then what do you think of the position Wm. Taft, our president, may be in. Sentiment in Chicago is "we want more money for our labor."

I see in the last two issues of the CONDUCTOR an argument pro and con about collectors. Every old-timer knows they are a question of honesty on the part of the conductors, and "Veritas," you are next to them. As to the timber of which passenger conductors are made, as an Order we are of one common clay, and we know that he who has served his apprenticeship on freight has the other fellow double discounted as to capability, and one bad wreck may convince that management which does not consider experience on freight that they have the wrong policy, especially if some bright lawyer soaks them for heavy damages in personal injury cases caused by some one's inexperience. That subject will work out its own solu-

tion, but we, as an Order, only recognize "the conductor with the seniority age" as a conductor.

We have had brothers from Mexico visit Division 1 recently and told us of conditions down there. We expect one of our members back from Peru or Bolivia, South America, and he will tell us of conditions there. We are now looking up the situation in Brazil, S. A., as there may be a good field for our Spanish speaking brothers.

Hoping all brothers will have a hearty meal the 24th, and thanking the Giver of all good gifts, may the bounteous harvest on our American railroads be shared by us all in the near future is the prayer of the workers. "MURAT."

### Pocatello, Idaho.

In reviewing the proceedings of the thirty-second session of the Grand Division, I find 549 delegates answered roll call and the number in service in each day's session was less than 100, compelling them to carry the burden for the 449. There was a great deal of good accomplished in addition to adding a new chapter to history by its having the distinction of being by far the longest and most expensive session in the history of the Grand Division, costing approximately \$100,000. It disposed of a large amount of subject matter that has been presented to every preceding Grand Division for the past fifteen years, and no sane delegate at any subsequent meeting will have the temerity to resurrect it. The complaint is general that the cost of holding grand divisions is far in excess of benefits received, and in my opinion there is good ground for the complaint. Evidently expenses were not a factor in their deliberations when \$3,000 was expended in debating a measure to bar a male negro from being eligible to membership (what a huge joke); \$4,000 more was expended in trying to disqualify a brother not in actual service from serving his Division as delegate to the Grand Division.

It is to be deplored that some brothers entertain a very cloudy understanding of their obligation when they attempt to qualify an obligation voluntarily and unqualifiedly taken; they were forcibly convinced by subsequent action taken that there was no part of the Constitution suspended to serve their personal interest, but it had to be interpreted in that broad spirit. That stands for no inequality or special privilege to any one.

The brothers not in actual service are the backbone and mainstay of the Division from their constant attendance at Division meetings, keeping them in touch and up-to-date upon all important subjects affect-

ing the welfare of our organization, thereby making them competent to serve their Division as delegate.

The same utter disregard for expenses prevailed in selecting a location for the thirty-third session. Evidently there was a motive for going to the most extreme southerly point of our jurisdiction with the thirty-third session. It certainly cannot be charged to short mileage, but at the same time the mileage ought to be ample for the brothers coming from the Atlantic slope to satisfy them. It will cost at least \$40,000 for mileage alone, and if we get off for less than \$160,000 we will be very fortunate. If the best interests of the organization had been a factor in the selecting of a location they would have made it as central as possible, thereby subserving the best interests of the whole Order.

If they keep up the pace they set for us at Boston it won't take long to bankrupt the organization. They were very considerate of our welfare, and to keep in tune with the extravagant waste of money that characterized their actions from start to finish, and which was protested many times by the president and several delegates without avail, they left an octopus bearing the brands and ear-marks of the pension fund.

Now this is no new problem, for we have for the past fifteen years endeavored to formulate some plan whereby we could accumulate this fund at less cost to the membership, but utterly failed outside of a direct taxation upon the individual membership; this tax will at least take three per cent of each month's salary add to the already excessive cost will make our membership more burdensome and will eventually bankrupt our organization and decimate our membership.

Just realize for a moment the inconsistency of a brother drawing \$30 per month from a pension fund, who has a bank account ranging from \$5,000 to \$50,000—too ridiculous to contemplate. The feeling prevails among a large per cent of our membership that the ardent champions of the pension fund are blessed with a very comfortable income outside of their salary as conductors. It will cost \$15,000 to convince the advocates that the rank and file of our organization will never submit to making the burden any heavier. I cannot believe that this committee which draws \$7.00 per day and expenses for the next two years, entertain any hopes of it

ever becoming a law, for after going up against a referendum vote there won't be a brand or ear-mark by which you could identify it. I am opposed to this fund because I believe it will make our membership too burdensome. Instead of increasing our membership it will diminish it, and besides we have already provided for emergencies in that glorious fund known as the relief fund, which is more than ample to take care of our unfortunate brothers, and right here I would like to suggest that the dispensers of that fund be a little more liberal in helping the needy.

There have been a great many plans suggested at different times in the columns of the CONDUCTOR to reduce the representation at grand division meetings. It would be unfair and a direct violation of the broad spirits of our constitution to deprive any local Division in good standing from being represented. I also have a suggestion, and if adopted I believe it would be efficacious. The wisdom of it would be determined at Jacksonville. Now for the remedy: That each local Division devote a half hour each meeting under the head of unfinished business, reviewing the work of the thirty-second session and studying it carefully, until they meet at Jacksonville, and when they elect a delegate to represent them they positively instruct him upon all important subjects presented to the Grand Division. By following the above suggestion it will send qualified representatives, thereby reducing to a minimum all unconstitutional matter submitted for consideration, heretofore consuming half of the time of preceding grand divisions. I believe by so doing that the time could be lessened one-half.

Before I close I would like to call the attention of the readers of the CONDUCTOR to the controversy going on by our most brilliant and ablest writers over what is known as the train auditor. I fully realize that I am absolutely unqualified to engage with them in the arena of debate; neither have I any desire to, but it does seem to me that it is a subject that should not occupy space in the columns of the CONDUCTOR. All concerned in the different lines of business handling other peoples' money are under a strict surveillance, and why should the conductor be exempt? It is no reflection whatever upon his honesty, and the objections raised are too suggestive; therefore I pray you that the controversy forever cease.

TIM FARRELL.



# Legal

## Legal Decisions of Interest to Railroad Men.

Prepared for THE RAILWAY CONDUCTOR by COLIN P. CAMPBELL, Grand Rapids, Mich.

### *Authority of Sub-Conductor—Authority of Conductor to Appoint.*

The claim of the plaintiff in this action was that he was a passenger on board an excursion train returning from Atlanta to Gabbetsville. That he surrendered his ticket to the conductor. That about 8:45 p. m. the agent having charge of the train, "the conductor, as aforesaid, called out Gabbetsville, slackening his train down to a low rate of speed." That the plaintiff, relying upon the announcement of the conductor as to the station, proceeded to the platform of the passenger coach and down on the steps, for the purpose of getting off. That the train did not come to a full stop, but the conductor came to platform and said: "Gabbetsville! Get off! I will not slow up any more. There is no danger. Get off!" That the plaintiff, being unused to travel, and not knowing at what speed the train was going, and relying upon the instructions of the conductor, proceeded to get off the train, believing that he was in Gabbetsville, at a point on the line of the road with which he was familiar. That in fact the station was Cannonville. That as he left the train he was jerked violently forward, causing him to fall and be injured. The defendant denied all the substantial allegations of the plaintiff.

On the trial the evidence was conflicting, and the plaintiff introduced testimony in support of his contentions. Throughout the evidence on behalf of the plaintiff, the person to whom he surrendered his ticket, and who, he contended, made the announcement of the station and commanded him to get off the train, was referred to as the "conductor." The plaintiff testified that: "The conductor had on citizen's clothes with a conductor's cap on. He had a conductor's ticket punch, and had a conductor's lantern with him, and acted as a conductor. He took up tickets going to Atlanta in the coach he was in, and coming back he did the same thing. There was no

other (person) officiating in the coach we were in but this conductor." \* \* \*

A witness for the defendant testified: That he was the conductor on the excursion train in connection with which the injury was claimed to have occurred; that there was but one conductor on that train; that at Cannonville, where the plaintiff claimed to have been injured, the witness called out the proper name of the station; that he went through not over five cars, there being eight or ten in the train. In regard to another acting as conductor, he testified: "Only one man officiated as conductor on that occasion on that train. The first duty of a conductor is to see that his train is coupled up in proper shape, and that the brakes are in good order. After the train is coupled up and starts off on the road, it is the duty of the conductor to go ahead with his work, taking up tickets and checking up his freight. Where it is a passenger train, he goes to work with his tickets. In answer to the question if it is not almost impossible for one conductor to operate a passenger train of ten coaches and make the stops between Atlanta and West Point, where it stops every four or five miles, I reply that he won't get through his train from one station to another with a big train. In answer to the question as to whether, therefore, it is not necessary on an occasion of that sort, in operating an excursion train, to have a conductor for each two or three coaches, I reply we call on the flagman; but not but one conductor to a train. The flagman in such event does not perform the duties of a conductor. The flagman don't punch any tickets. They take them up and give the tickets to the conductor. One of the duties of the conductor is to take up tickets and check the passengers. If another man does that, he does not perform the duties of the conductor. He is just simply a helper. I just call him a helper. \* \* \* It is likewise the duty of the conductor to announce stations

so far as he can." He stated: That he had a brakeman on that occasion by the name of Ruff; that he could not say whether the brakeman had on a conductor's cap or not, but he did not have a conductor's punch, because he was only a helper; that he might have had a street car punch or baggage punch, but not a train punch; that the witness did not know whether the brakeman had slips of the kind put in passengers' hats or not. He denied that he put Ruff there for the purpose of looking after about five cars, or that Ruff had charge of the passengers in those cars; but, in answer to the question, "If you say you are the conductor, and did not do it, who did?" he replied, "I reply, Ruff was a helper, and sometimes the other man was." When asked if he did not look after the five coaches in the rear, who did so, he answered that he did not know whether Ruff did so or not. He said: "I had helpers on that occasion. I had assistants. They were to help and assist the conductor in his work. I don't know whether he applied himself to five coaches or not. As to what were the duties of the helper on this occasion, he was to help get in and out of the side tracks, and to light up the train, and to get passengers on and off. He took up tickets only when we were crowded. We were crowded on this excursion, and he took up tickets. I don't know whether he checked any passengers or not. His duty was to handle the train, and to get them in and out."

Upon this statement the court said:

If a railroad company places two conductors in charge of a train, or two agents having charge and with authority to direct passengers to alight, whether both be called conductors or not, within the sphere of their respective duties, in this regard the company is bound by the conduct of each of them. In *Coursey v. Southern Ry. Co.*, 113 Ga. 297, 300, 38 S. E. 866, it was held that a person who was injured in an at-

tempt to leave a moving train, on command of the conductor, or the person in charge, could not justify such action on his part without showing that the person who gave the command to alight was in fact the conductor or some other official of the railroad company having authority so to direct. It was also held that the fact that the person who gave the direction to the passenger carried a lantern on his arm and took up tickets from the passengers was sufficient to make out a prima facie case of his position. The grant of a non suit was reversed in that case, and a verdict subsequently rendered in favor of the plaintiff was allowed to stand. It is the duty of a carrier of passengers to provide proper agents for their cars. The conductor is generally in charge of the train. If an excursion train stopping at frequent points along the route is composed of so many coaches and is so crowded with passengers that the conductor can not attend to his usual duties in connection with them, and authorizes another employe to perform the duties of a conductor with regard to certain coaches and the passengers therein, while he looks after other coaches, as to a passenger dealing with such employe in connection with the duties so assigned to him, and in reliance upon his being the conductor, he may be treated as such *quoad hoc*. Of course, the mere belief on the part of the passenger that a certain agent is the conductor does not make him so or prove the fact; but where the question involves the diligence or negligence of the passenger in acting under direction of such employe, his reliance upon the authority of the latter is a matter for the consideration of the jury. Taking the charge on this subject, complained of in connection with its context, we do not think there was any substantial error in it, if any inaccuracy at all.

Atlanta, etc. R. Co. v. Haralson, (Ga.) 65 S. E. Rep. 437.



# Forum of Train Rules

Edited by Geo. E. Collingwood.

Differences of opinion as to wording and meaning of train rules and orders have always existed. This Department is edited by a practical train dispatcher of wide experience, and a student of the subject. No member should, however, permit any opinion expressed in these columns to influence him to depart from the rules or established customs of the road on which he is employed.

## Notice.

In submitting questions to this department the editor requests that whenever possible the letters of the alphabet be used in their regular order to designate stations as they follow in sequence, as the situation is much more easily understood by our readers than when station names are used.

## Sedalia, Mo.

Kindly give me your understanding of the following order:

"Order No. 71—No. 451, Eng. 229, has right over No. 516, Eng. 105, to K. C. Junction. No. 451, Eng. 229, and No. 401, Eng. 113, will wait at Camp Branch until 3:45 p. m.; Green Ridge 3:55 p. m., for No. 516. No. 451 and No. 401 take siding at Camp Branch."

The question is, what will No. 516 do after 3:45 p. m.? Will they hold the main track and protect, or go in on the siding at Camp Branch? I claim after 3:45 p. m. No. 451 and No. 401 have right to the main track. Some differ with me and others hold the same as I do. No. 516 has time-table rights over No. 451, but No. 401 is superior to No. 516.

M. L. D.

ANSWER—The wait at Camp Branch is limited by the terms of the order to 3:45 p. m., but the take siding provision is not limited in any manner and cannot be fulfilled without Nos. 451 and 401 taking siding at Camp Branch. You infer that if Nos. 451 and 401 reach Camp Branch after 3:45 p. m. they may hold the main track under the order because the time at that station is limited to 3:45 p. m., but the fact is that while the time the trains are required to wait at that station is limited the "take siding" is not and if No. 516 can make Camp Branch on this time they are at liberty to hold the main track at that station for Nos. 451 and 401, and Nos. 451 and 401 must be prepared to take siding at Camp Branch regardless of the time they arrive there. So far as the order goes it requires them to take siding there whether No. 516 is there or not, regardless of the

time they get there, but I see no necessity of their doing so in case they arrive there after 3:45 p. m., if the siding is so located that they can see the full length of it and see that No. 516 is not there.

The order is improper for the reason that it contains a limited movement and a positive movement affecting the same operation. Suppose that No. 451 arrived at Camp Branch at 3:30 p. m., No. 516 at 3:35 p. m., and No. 401 at 3:50 p. m. In such a case No. 516 would hold the main track, and if No. 401 should understand the order as you do and come down the main track there might be a collision. Under the order there is no question but that Nos. 451 and 401 can leave Camp Branch at 3:45 p. m., but to fulfill the order they must pull through the siding. It is a principle of train dispatching that all provisions affecting a movement must be positive, or if any of the provisions are limited all should be limited, for when one provision expires and another affecting the same movement holds good it is apt to be confusing. Personally, I am of the opinion that a superior train should never be put on the side track at a waiting point for an inferior train unless it is known beyond a reasonable doubt that the superior train will be at the waiting point before the time limit expires.

## Las Vegas, Nev.

Did not the Dispatchers' Association in 1901 or 1902 make a ruling that extras having no class there was no superiority by direction, and that at a meeting point of two extras the one arriving first would take siding, and is this ruling still in effect?

D. C. E.

ANSWER—The Association has never, to my knowledge, ruled that the extra first arriving should take siding. Such a ruling would be dangerous on account of the doubt when extras arrived close together, also in case of other trains or extras on the siding which may be originated at such point or

which might make that point on the time which is issued on a scheduled extra. It has always been understood that the extra train moving in the direction in which regular train are superior would hold the main track at the meeting point with an opposing extra, but such understanding gives no superiority to the extra. In 1906 the American Railway Association made a rule of this understanding and embodied it in rule 88 as follows:

"At meeting points between extra trains the train in the inferior time-table direction must take the siding unless otherwise directed."

### Yoakum, Texas.

I would thank you to answer the following question in the next issue of the CONDUCTOR. We are working under standard rules: I leave A on 2nd No. 82 with Order No. 1, which reads: "Engines 205 and 260 will run as 1st and 2nd No. 82 from A to Z." On arrival at C 1st 82 receives order No. 2, reading: "Order No. 1 is annulled." And also receives an order to run extra C to Z; 2nd 82 arrives at C and receives order No. 2, reading: "Order No. 1 is annulled," and the dispatcher tells operator to clear him as No. 82. Is a clearance card sufficient for this train to proceed as No. 82?

MEMBER DIV. 275.

ANSWER—The understanding is, if the equipment used on No. 82 is such that it can be identified as No. 82's train, and 2nd No. 82 had this regular equipment, it could proceed from C as No. 82 without further orders, as by custom the train which habitually represents the schedule is entitled to assume it under such circumstances. But if schedule No. 82 is used for trains regardless of their make-up then 2nd No. 82 could not assume the schedule from C without orders to do so.

The Standard Code is weak in this respect, as it does not provide a form to be used in case two sections are to be run part way over the division and only one section over the balance of the division.

At the last meeting of the Train Dispatchers' Association of America the Train Rules Committee suggested that the following additions to Form F should be incorporated in the rules: Add to Example (1) the following second example, providing for signals being carried to an inter-

mediate station, thus: "Eng. 20 display signals and run as 1st No. 1 A to G."

And a second example of (2) supplementing the foregoing, thus: "Eng. 25 run as 2nd No. 1 A to G, and as No. 1 from G."

Also an amendment to these examples reading: "Under 2nd examples of (1) and (2) Eng. 20 stops at G and Eng. 25 runs from G as directed."

With such examples in the rules a case like the one under discussion could be easily handled.

### Superior, Wis.

Kindly give me your views on the following: Train No. 35 of October 24 is due at Y 195 at 11:49 p. m.; train is late, arrives at Y 195 at 12:10 a. m. October 25. Order board is red, and operator gave me a clearance showing "no orders for No. 35." The clearance was made out at 11:49 on October 24, 21 minutes before No. 35 arrived at Y 195, and also on a different date. I refused clearance and had one of October 25 made out. Our assistant superintendent says I was mistaken. Standard rules.

DIV. 288.

ANSWER—There is nothing in the Standard rules to prevent a clearance card being made out in advance of the time the train which is to be cleared is due. In this case the fact that the card was made out twenty-one minutes before the train actually arrived put in another day, but this did not in any way affect the subject matter of the clearance card. The date of a clearance card, like the date of a train order, bears the same relation to the body of the order, or subject matter of the order, as the date of a letter or a message bears to the subject matter of the letter or message. A train order sent to a train at 11:30 p. m. November 30 and not delivered until after 12 midnight would not only be an order of the preceding day but would be an order of the preceding month, still this fact would not affect the order. Such an order would be sent in November and delivered in December, but rule 220 provides that train orders: once in effect remain so until fulfilled, superseded or annulled. Of course if the time or date of an order or clearance card should be such as to arouse suspicion that some error had been made, then attention should be called to it, otherwise time and date are not of great importance except as a matter of record.

# Official Changes

S. H. Henderson has been appointed trainmaster of the Kansas City Southern, with office at Pittsburg, Kan.

J. S. Evans has been appointed trainmaster of the Colorado & Southern, with headquarters at Ft. Collins, Colo.

W. E. Miller has been appointed superintendent of the first division of the Denver & Rio Grande, with office at Pueblo, Colo.

J. H. Abrams has been appointed superintendent of the Colorado & Southern, with office at Trinidad, Colo., succeeding J. D. Stack, resigned.

A. G. Whittington has been appointed superintendent of the Ft. Worth division of the International & Great Northern, with office at Mart, Tex.

C. A. Schomaker has been appointed trainmaster of the Chicago, Rock Island & Gulf, with office at Ft. Worth, Tex., vice W. E. Farley, resigned.

M. J. Flannigan has been appointed trainmaster of the James River division of the Chicago, Milwaukee & St. Paul, with office at Aberdeen, S. D.

J. I. Fox has been appointed assistant trainmaster of the Indian Territory division of the Rock Island Lines, with headquarters at Haileyville, Okla.

B. Lantry has been appointed assistant trainmaster of the Bloomington-St. Louis Division of the Chicago & Alton, with headquarters at Bloomington, Ill.

A. V. Brown has been appointed superintendent of the Montana division of the Northern Pacific, with office at Livingston, Mont., vice C. L. Nichols, promoted.

G. W. Vanderslice has been appointed superintendent of the western division of the Chicago Great Western, with headquarters at Clarion, Iowa, succeeding A. E. Harvey.

W. R. Armstrong has been appointed superintendent of the Montana division of the Oregon Short Line, with headquarters at Pocatello, Idaho, vice G. H. Olmstead, deceased.

F. Walker has been appointed superintendent of the Canadian Pacific, with office at Nelson, B. C. J. A. McGregor, superintendent at Souris, Man., has been transferred to Brandon.

R. M. Ogilvie, assistant superintendent of the Chicago, Burlington & Quincy at Brookfield, Mo., has been appointed a superintendent of the Western Pacific, with headquarters at Elko, Nev.

Grant Geddes has been appointed general superintendent of the Sumpter Valley, with office at Baker City, Ore.

W. N. King has been appointed trainmaster of the Missouri, Kansas & Texas, with headquarters at Greenville, Tex.

F. M. Barker has been appointed inspector of transportation of the Lehigh Valley, with office at South Bethlehem, Pa.

W. L. Connelly has been appointed trainmaster of the Danville division of the Chicago, Indiana & Southern, with office at Danville, Ill.

J. M. Pattison has been appointed trainmaster of the St. Paul & Des Moines, with office at Des Moines, Iowa, vice W. H. Stillwell, resigned.

James Connor has been appointed trainmaster of the Ft. Worth division of the International & Great Northern, with headquarters at Mart, Tex.

T. J. McCune has been appointed trainmaster of the National Railways of Mexico, with office at Monterey, Mex., succeeding H. H. Allison, transferred.

F. L. Butler has been appointed general manager of the Denver & Intermountain, with office at Denver, Colo., and F. N. Dawson has been appointed trainmaster.

D. F. Bucher has been appointed superintendent of the Chihuahua division of the National Railways of Mexico, with office at Chihuahua, vice G. W. Vanderslice, resigned.

H. A. Brown has been appointed superintendent of the Eastern division of the Texas & Pacific, with headquarters at Marshall, Tex. He succeeds Page Harris, promoted.

Thos. Brennan, assistant superintendent of the Chicago, Indiana & Southern at Danville, Ill., has had his jurisdiction extended over the Indiana Harbor Belt Railroad, with office at Gibson, Ind.

J. Restein has been appointed trainmaster of the New York, Philadelphia & Norfolk, succeeding A. G. Manahan assigned to other duties. H. D. Renninger succeeds Mr. Restein as assistant trainmaster.

C. S. Maharg, superintendent of the Canadian Pacific at Medicine Hat, has been transferred to Calgary, Alb., succeeding J. Niblock, superintendent of the Calgary division, retired. J. G. Taylor, superintendent at Moose Jaw, Sask., succeeds Mr. Maharg, with office at Medicine Hat, and W. J. Uren, superintendent at Brandon, Man., succeeds Mr. Taylor at Moose Jaw.

H. G. Bixler, assistant trainmaster of the Pittsburg terminal of the Pennsylvania, has been appointed trainmaster of the Pennsylvania Tunnel and Terminal Company, which will soon be running trains into New York through the new tunnel.

C. C. Holtorf has been appointed assistant superintendent of the Burlington lines at Deadwood, S. D., and will have jurisdiction over the line between Deadwood and Edgemont and all branches connected with that line.

V. H. Hagelbarger, trainmaster on the Nebraska division of the Rock Island lines, at Fairbury, Neb., has been transferred to the Des Moines Valley division, with office at Des Moines, Iowa, succeeding E. F. Winslow, transferred to the Nebraska division.

J. D. Brennan, assistant superintendent of the Southern Pacific at Bakersfield, Cal., has been appointed assistant superintendent of the Western division, with office at Stockton, Cal. J. A. Metcalf, assistant division superintendent at Tucson, Ariz., succeeds Mr. Brennan, and G. L. Hickey, trainmaster at Yuma, Ariz., succeeds Mr. Metcalf. A. F. Bowles, assistant division superintendent at Sacramento, Cal., has been transferred to Los Angeles, Cal., and J. D. Stack, division superintendent of the Colorado & Southern at Trinidad, Colo., succeeds Mr. Bowles.

E. H. Barrett has been appointed assistant general superintendent of the Chicago, Milwaukee & Puget Sound, with office at Butte, Mont. C. H. Marshall, superintendent of the Missoula division, with office at Missoula, vice E. H. Barrett promoted, and A. H. Moll, superintendent of the Columbia division, with office at Malden, Wash., vice C. H. Marshall, transferred; J. J. Murphy has been appointed acting trainmaster of the Columbia division, with office at Malden. E. H. Schroeder has been appointed chief train dispatcher of the Trans-Missouri division, with office at Marmarth, N. D.

The office of superintendent of the Minnesota & International has been abolished and the duties of superintendent will be assumed by the general manager. The office of trainmaster has been created and G. H. Warner has been promoted to that position.

W. A. Whitney, superintendent of the Utah division of the Union Pacific at Ogden, Utah, has been appointed superintendent of the Western division of the Southern Pacific, with office at Oakland Pier, Cal., succeeding W. A. McGovern, resigned. W. M. Jeffers, assistant superintendent at Ogden, Utah, succeeds Mr. Whitney, and F. A. Law, chief dispatcher at Green River, Wyo., succeeds Mr. Jeffers.

E. J. Worden, trainmaster of the St. Joseph division of the Chicago, Burlington & Quincy, has been appointed assistant superintendent of the Brookfield division, with office at Brookfield, Mo., succeeding R. M. Ogilvie, resigned to accept service elsewhere. H. R. Lewellyn, assistant trainmaster, succeeds Mr. Worden, and R. F. Ledford succeeds Mr. Lewellyn, with office at St. Joseph. F. G. Robbins, assistant superintendent at Galesburg, Ill., has been appointed a superintendent, with office at Sterling, Colo. W. T. Sadler, trainmaster at Aurora, Ill., succeeds Mr. Robbins.

G. A. Goodell has been appointed general manager of the Northern Pacific lines east of Paradise, Mont., with office at St. Paul, Minn., vice G. T. Slade, advanced to third vice-president. C. L. Nichols is appointed general superintendent of the middle district, between Mandan and Paradise, with office at Livingston, Mont., vice G. A. Goodell, promoted. E. C. Blanchard is appointed general superintendent of the lines east of Mandan, with office at St. Paul, Minn., vice F. W. Gilbert, deceased. K. M. Nicoles, assistant superintendent of the Lake Superior division, has been appointed superintendent, vice G. T. Ross, deceased. W. H. Strachan succeeds Mr. Nicoles as assistant superintendent. Both have headquarters at Duluth, Minn. L. F. Newton has been appointed trainmaster.



# Mentions

Brothers—When writing to the CONDUCTOR, or, in fact, to any department, be sure to give your DIVISION NUMBER and STATE. You have no idea what an amount of work it will save us, and it is such a little thing for you to do.—Ed.

Through the error of a record clerk, the name of C. W. Cady, of Division 6, appeared in the Mortuary Record of our November issue. It should have read F. D. Cady, instead.

Information as to the present whereabouts of B. B. Morris is very much desired by the secretary of Division 556, who is C. E. Valentine, Lock Box 423, Muskogee, Okla.

We are glad to receive invitations to the annual banquet of Division 264, Raleigh, N. C., and the annual ball of Division 514, Grand Island, Neb. Thanks for the remembrance and regrets for the inability to be present.

Brother A. J. Griffin advises that his suitcase containing clothing and valuable papers, including clearance letters and O. R. C. receipts dating from 1903 to the present time, has been stolen. If any of these papers or receipts are presented, please forward them to Brother Griffin at 1645 Charles St., La Crosse, Wis., with information from whom taken.

## Special Notice

On page 841 of the October number of THE RAILWAY CONDUCTOR there was printed a request of the grand secretary that all members of the Order who were not members of the Mutual Benefit Department should kindly advise him of their name, date of birth, and present age. The request stated that the information was for the use of a committee appointed by the last Grand Division to draft a plan for a pension fund for consideration at its next session. Many of the members have responded to the grand secretary's request, but there is still a considerable number that have not yet done so. If the plan for a pension fund is to be intelligently considered, and it should not be otherwise considered, the information called for should be ready for the committee when it meets. If the members who have not yet sent in the information are at all interested in the pensioning of our old and decrepit brothers, and they surely ought to be, they should, without further delay, give the grand secretary the needed information—and it is such a little thing for them to do.

Remittance slips bearing changes of address for the M. B. D. will not apply to address for THE RAILWAY CONDUCTOR unless so specified by letter accompanying. Always give your Division Number when writing to THE RAILWAY CONDUCTOR.

563—WILLMAR, Willmar, Minn., 1st & 3d Sun., 2 p. m.

J. T. Carruthers, 718 Becker Ave., W.....C  
E. H. LeSuer.....S

Organized November 21 by Deputy President T. F. Richardson, with thirty-eight charter members.

In this issue of the CONDUCTOR will be found a full-page advertisement of the George F. Felker Cabinet Co., advertising their high grade, all oak kitchen cabinets. Brother Felker is a member of Logan Division 110, Logansport, Ind., having been employed by the Pennsylvania lines for twenty years, the last twelve of which he served as freight conductor.

Brother E. L. Bair, of Division 364, has retired from railroad service and has purchased the Hotel Roanoke at San Bernardino, Cal., where he will be glad to greet and care for all comers. Brother Bair has made many friends during his twenty-two years of railroad life and the CONDUCTOR gladly joins them in wishing Brother Bair everything that's coming—and then some more.

## What's in McClure's

The Christmas McClure's is an ideal holiday number—filled with seasonable fiction, beautiful illustrations and interesting and informing articles. Jessie Willcox Smith, whose pictures of child life have become famous, contributes a set of drawings depicting "A Child's World," which are reproduced in full color. The number is particularly rich in fiction. There are Christmas stories by Mary Stewart Cutting, Gertrude Hall, Margaret and Arthur E. McFarlane; and stories by Perceval Landon, J. O. Cobb and Orr Kenyon. Foremost among the articles is "Divorce and Public Welfare," by George Elliott Howard, who says that bad marriage laws are mainly responsible for divorce. David Soskice writes of the atrocities committed in the Schlusessburg, Russia's most terrible political prison; Rudolf Cronau describes "The New Germany;" Rufus Steele tells how wild horses are trapped, and W. H. Rideing writes of "Two Explorers and a Literary Parson."

## In Memoriam

Brother Edward Burdette Coman, who will be well remembered by those of the "old guard" attendants of early sessions of the Grand Division who are still living, died at his home in Portland, Oregon, November 12, of heart failure.

Brother Coman's membership in the Order dates back to September 11, 1882, for on that date he became member of Division 55 at Kansas City, Mo., but transferred his membership to Division 91 at Portland, Oregon, December 27, 1888, continuing his membership in that Division until his death. As a delegate he attended the meeting of the Grand Division in Boston in 1884, and at Louisville, Ky., in 1885. At the Louisville session he was elected assistant grand chief conductor and served the Order in that capacity during 1885, 1886 and 1887. As a permanent member of the Grand Division he attended its sessions at Rochester in 1890, at St. Louis in 1891, and at Toledo in 1893. Those delegates to the Grand Division at Portland in 1905 will remember him as the chief conductor of Division 91 at that time and chairman of the Portland committee of arrangements, and the kindly greeting he always extended to the delegates and visitors.

A Portland paper, in announcing his death and his seventeen years' service as a passenger conductor on the O. R. & N., says: "In that position he became the possessor of a wide acquaintance, and his splendid character was recognized by both friends and associates."

As a noble member of the Order, a genial and kindly friend and associate, a loving husband and father, a splendid type of American citizenship, he leaves a loving memory behind him "and lies down to pleasant dreams."

We are authorized by the general president of the Boot and Shoe Workers Union to say that the controversy between the Boot and Shoe Workers' Union and the W. L. Douglas Shoe Co., of Brockton, Mass., has been settled to their mutual satisfaction, and that all of the Douglas shoe factories are to resume operations at once and to operate under the Union Stamp arbitration contract. The CONDUCTOR extends hearty congratulations to the Boot and Shoe Workers upon the final adjustment of their contentions.

## Why They Howl

A—"When I was in the East I met with many begging dervishes."

B—"I thought they called them howling dervishes."

A—"That's what they become when you don't give them anything."—*Meggendorfer Blaetter*.

## Special Notice

**Assessment notices for the year 1910** will be mailed to all members of the Mutual Benefit Department in the course of a few days, and **your attention is called to the special notice** printed on the same which reads as follows:

The Insurance Committee will not allow *Personal Checks* to be accepted for payment of assessments against a certificate in the Mutual Benefit Department, and if the same are received they must be returned. Remit by Bank Draft, Postoffice or Express money order. (See Article 23 of the Mutual Benefit Department Laws, page 87.)

All assessments are due on the date that they are levied, but under the law the certificate-holder has two calendar months from the date of the assessment to pay the same before the certificate becomes delinquent. It is suggested that if *assessments are paid during the first month it would avoid many forfeitures*. (See Article 13 of the Mutual Benefit Department Laws, page 83.)

Your attention is called to the importance of *enclosing the regular assessment notice with your remittance each month*, as failure to do so may lead to an error in giving credit to some other member by the same name and your certificate being forfeited thereby. If a receipt has not been received in a reasonable length of time, ask for a duplicate, giving date of remittance. (See Article 20 of the Mutual Benefit Department Laws, page 86.)

*Always give your Division number if remittance is made without assessment notices being enclosed*. If your assessment notices have been lost we shall be glad upon advice to send you second notices.

The following Division cards have been either lost or stolen; if presented, please take up and forward to the Grand Secretary:

CARD NO.	WRITTEN FOR	DIV.
16525.....	T. D. Bowers.....	55
11605.....	J. A. W. Conder.....	57
4828.....	W. O. Anderson.....	59
1144.....	W. O. Ross.....	89
21978.....	Fred Mosher.....	313
3305.....	H. T. Green.....	313
2621.....	C. P. Nelson.....	409

## Bit and Bridle

The Archbishop of Canterbury was going in with a number of other clergymen to luncheon after some great ecclesiastical function, when an unctuous dignitary observed, "Now to put a bridle on our appetites!"

Quick as lightning the archbishop retorted: "Say, rather, now to put a bit between your teeth."—*Pathfinder*.

### A New Railroad Group

A new great railroad group has appeared on the map, in alignment with the Harriman, the Morgan, the Hill, and the Gould systems. By the purchase last month of a controlling interest in the Missouri, Kansas & Texas railroad Mr. Edwin Hawley has completed the groundwork of a system reaching from Newport News, on the Chesapeake, to Le Beau, South Dakota, and to Kansas City, and running south to Galveston on the Gulf. The most important item in this congeries of relatively small roads is the Chesapeake & Ohio, reaching from Newport News to Cincinnati, an excellent road physically and financially, through many years prepared by the conservative control of the Pennsylvania to operate with admirable efficiency and economy. Since Mr. Hawley purchased the Chesapeake & Ohio last winter the price of its stock has advanced to 89, as against 22 in 1907. After the Chesapeake & Ohio, the Chicago & Alton is the most important component part of the new Hawley system. Besides the three mentioned, the new group contains the Minneapolis & St. Louis, the Iowa Central, and three smaller roads, the entire collection aggregating 8,400 miles, and tapping nearly half the best agricultural and industrial area of the United States. Further, a traffic arrangement has been made between the Hawley group and the Kansas City, Mexico & Orient, now building across Texas and Mexico to the Pacific, which will give the new system the shortest route from the Pacific to the Atlantic seaboard by about 500 miles. The total capitalization of the new system is \$618,000,000. Much more must be done and great sums of money spent to bring the eight lines, as a whole, to the necessary efficiency as a transcontinental trunk line, but Mr. Hawley is regarded as a man equal to this task.—From "The Progress of the World," in the *American Review of Reviews* for November.

### A Story With a Moral

He was a member of a fraternal society. It makes no difference what society. It would have been the same in any society.

He failed to pay his monthly payment on or before March 31st. It was a habit with him to let such things go. He meant to pay his assessment, but it seemed as if he thought the proper time to pay was when it couldn't be put off any longer. Even when the local secretary called upon him to collect the payment he put the secretary off, saying, "Come around the first of the month."

The first of the month came. It found him sick and under the doctor's care. He then remembered about his monthly payment that was due last month, and hurriedly sent the money to the lodge secre-

tary. The secretary upon inquiring as to his health learned that he was sick, and was therefore obliged to refuse to take the money.

After a few days' illness, during which time his brothers and sisters in the lodge did everything they could to help him and his family, he died.

His bereaved widow, beneficiary under his certificate of membership, had a right to expect the payment of the amount as stated in the certificate. She applied to the supreme office of the society for payment of the certificate. They were obliged to refuse. Personally they would have been glad to pay her the amount called for, but they could not legally do so. To pay it would be a misappropriation of the funds of the society. At first she blamed the supreme officers and directors for refusing to pay the claim. She thought they were going back on the agreement as provided in the certificate and by-laws.

After consulting with a lawyer and friends she learned that the society was not at fault. It was not the society or its officers who cheated her out of her expected protection. It was her own husband. He had failed to keep himself in good standing by neglecting to make his payments on time. He was not a "member" when he died, and his certificate was not a certificate of membership at all. It was a worthless piece of paper.—*Yeoman*.

### Is Your Family Reading "Worth While?"

So much of current reading is merely entertaining at best that the question naturally arises, Is it worth while? Your sons and daughters are bound to read something. They hunger for stories which take them into the other half of the world—the world of adventure, of valor, of fortune-making. The problem is to give them such reading without putting into their hands the literature that is either silly or demoralizing. The editors of *The Youth's Companion* believe that a periodical can be made entertaining and yet "worth while," and *The Companion* is conducted on that theory. And that is one reason why more than half a million American families read it. The paper is safe, but not dull. Its tales of adventure illustrate the advantages of fortitude and self-reliance. Its stories of character lay stress on the truth that right conduct is never a mistake.

Every new subscriber will find it of special advantage to send at once the \$1.75 for the new 1910 Volume. Not only does he get the beautiful "Venetian" Calendar for 1910, lithographed in thirteen colors and gold, but all the issues of *The Companion* for the remaining weeks of 1909 from the time the subscription is received.

THE YOUTH'S COMPANION,  
Companion Building, Boston, Mass.

**Shorty McCabe**

Have you made the acquaintance of the latest hit in American humor—Sewell Ford's "Shorty McCabe" stories? If not you are missing a heap of fun. Shorty is a "character" in every sense of the word. As an artist in humorous slang he can match George Ade's fables, and as a creator of original and witty phrases he can match Mr. Dooley, but Shorty can beat all his predecessors in the art of telling a good story. It is a genuine story every time, too, with a hilariously funny plot and with characters that are alive and kicking, full of the quirks and absurdities of universal human nature.

Shorty McCabe, his better half, Sadie, and their laughable adventures in New York society can be found and enjoyed only in the Sunday Magazine of The Chicago Record-Herald, whose editor has the honor of having discovered Sewell Ford's powers as a humorist. This unique magazine is filled with good fiction and timely articles every week, written by many of the most noted authors of our day, but nothing seems able to overshadow the perennial interest in the Shorty McCabe stories, which appear every second week throughout the year. Wherever you go you will hear people talking and laughing over them. Thous-

ands of people take The Sunday Record-Herald simply for its Sunday Magazine and the inimitable Shorty McCabe. It begins to be a question whether Shorty is not a more popular personage than Mr. Dooley.

**Shopping Hint**

"John, this firm is advertising dresses 75 per cent off; what does that mean?"

"Bathing suits."—*Houston Post*.

**And Get a Chairmanship**

Knicker—"Johnny does just what he is told."

Bocker—"He will grow up to be a congressman."—*New York Sun*.

**Just Suited**

"I would like to help you, my poor man, but I haven't much work to give you."

"That'll suit me down to the ground, ma'am, I don't want much."—*Sourire*.

**The Hint that Failed**

Wife—"A tree, you know, gets new clothes every spring—hat, parasol, everything!"

Husband—"Yes, darling, and makes them all itself."—*Fliegende Blaeter*.



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# Mortuary Record

- AIKIN—Brother G. Aikin, Division 89, Louisville, Ky.  
 ARCHER—Brother J. Archer, Division 313, Tucson, Ariz.  
 BAKER—Brother S. S. Baker, Division 380, Mena, Ark.  
 BERKHEISER—Brother J. B. Berkheiser, Division 204, Philadelphia, Pa.  
 BURNS—Brother B. Burns, Division 373, Green Bay, Wis.  
 BLACKMAN—Brother I. T. Blackman, Division 395, Salt Lake City, Utah.  
 BURKE—Brother J. Burke, Division 384, Tottenville, N. Y.  
 BREADY—Brother A. R. Bready, Division 162, Philadelphia, Pa.  
 CROWLEY—Brother W. E. Crowley, Division 42, Trenton, Mo.  
 COMAN—Brother E. B. Coman, Division 91, Portland, Ore.  
 DICKEY—Brother R. B. Dickey, Division 351, Portsmouth, Ohio.  
 FUHRMAN—Brother C. Fuhrman, Division 83, Galesburg, Ill.  
 GLEASON—Brother P. E. Gleason, Division 1, Chicago, Ill.  
 GLENN—Brother J. S. Glenn, Division 159, City of Mexico, Mex.  
 HAYS—Brother H. R. Hays, Division 221, Spencer, N. C.  
 HUNT—Brother E. B. Hunt, Division 32, Meadville, Pa.  
 HUGHES—Brother T. W. Hughes, Division 209, Pocatello, Idaho.  
 JEWELL—Brother B. R. Jewell, Division 335, Concord, N. H.  
 JENKINS—Brother W. E. Jenkins, Division 457, Atlanta, Ga.  
 KINNEY—Brother W. E. Kinney, Division 238, Laredo, Mo.  
 KELLY—Brother J. T. Kelly, Division 247, Trinidad, Colo.  
 KING—Brother M. King, Division 169, Jersey City, N. J.  
 LEAR—Brother C. P. Lear, Division 114, Pittsburg, Pa.  
 LOCK—Brother J. F. Lock, Division 469, Watertown, N. Y.  
 LEWIS—Brother M. E. Lewis, Division 68, Baraboo, Wis.  
 MAZURIE—Brother W. V. Mazurie, Division 476, Oklahoma City, Okla.  
 MORRIS—Brother W. L. Morris, Division 271, Wilmington, N. C.  
 MERRITT—Brother W. H. Merritt, Division 424, Gulfport, Miss.  
 MATHEWS—Brother H. L. Mathews, Division 103, Indianapolis, Ind.  
 MATTISON—Brother C. T. Mattison, Division 117, Minneapolis, Minn.  
 MCCORMICK—Brother G. T. McCormick, Division 144, Derry Station, Pa.  
 MCCULLOUGH—Brother G. McCullough, Division 436, Chihuahua, Mex.  
 PRUTZMAN—Brother H. Prutzman, Division 416, Pottsville, Pa.  
 PARKIN—Brother F. G. Parkin, Division 302, Lafayette, Ind.  
 PERSHING—Brother J. F. Pershing, Division 144, Derry Station, Pa.  
 PATTERSON—Brother E. H. Patterson, Division 8, Rochester, N. Y.  
 REEP—Brother H. C. Reep, Division 381, Evansville, Ind.  
 RUNYON—Brother H. A. Runyon, Division 243, Missoula, Mont.  
 SONGER—Brother F. C. Songer, Division 293, Chicago, Ill.  
 SNYDER—Brother H. E. Snyder, Division 270, Youngstown, Ohio.  
 SHERBURNE—Brother C. F. Sherburne, Division 224, Wilmington, Del.  
 STORY—Brother G. F. Story, Division 157, Boston, Mass.  
 SHIPMAN—Brother J. A. Shipman, Division 115, San Francisco, Cal.  
 SPLANN—Brother T. Splann, Division 103, Indianapolis, Ind.  
 TREVOR—Brother B. R. Trevor, Division 110, Logansport, Ind.  
 TURTON—Brother C. B. Turton, Division 515, Wichita Falls, Tex.  
 TUCKER—Brother J. R. Tucker, Division 196, Jacksonville, Fla.  
 TONKS—Brother A. E. Tonks, Division 290, Paducah, Ky.  
 VIGNEAU—Brother F. D. Vigneau, Division 122, Boston, Mass.  
 WEIR—Brother W. J. Weir, Division 131, Little Rock, Ark.  
 WELCH—Brother M. L. Welch, Division 163, Oil City, Pa.  
 WOODWORTH—Brother E. L. Woodworth, Division 380, Mena, Ark.  
 WORMWOOD—Brother G. R. Wormwood, Division 40, St. Paul, Minn.
- 
- BELEW—Mother of Brother L. M. Belew, Division 139, Knoxville, Tenn.  
 CHESNEY—Son of Brother O. E. Chesney, Division 139, Knoxville, Tenn.  
 CHRISTENOT—Wife of Brother H. C. Christenot, Division 432, Monterey, Mex.  
 LAWSON—Daughter of Brother G. Lawson, Division 516, Norristown, Pa.  
 MOREHEAD—Mother of Brothers H. P. and W. H. Morehead, Division 53, Denison, Tex.  
 NICHOLAS—Son of Brother T. R. Nicholas, Division 362, Nevada, Mo.  
 ROHRER—Father of Brother C. L. Rohrer, Division 59, Texarkana, Ark.  
 TYNAN—Mother of Brothers P. H. and J. W. Tynan, Division 91, Portland, Ore.  
 THOMAS—Wife of Brother F. J. Thomas, Division 85, Winslow, Ariz.  
 VAN DRASKA—Father of Brothers J. and T. A. Van Draska, Division 4, Oskaloosa, Ia.  
 WENSLEY—Mother of Brother G. H. Wensley, Division 91, Portland, Ore.

## ORDER OF RAILWAY CONDUCTORS OF AMERICA

## General Information Relative to Mutual Benefit Dept.

Assessment No. 509 is for death of Geo. McCullough, November 20, 1909, and 510 for death of P. Stanger, November 20, 1909. See Article 13, Laws Governing Mutual Benefit Department.

## BENEFITS PAID FROM OCTOBER 1 TO OCTOBER 31, 1909, INCLUSIVE.

Ben. No.	NAME	DIV.	CERT. NO.	SERIES	AMOUNT	FOR	CAUSE
5554	W. H. Kelly	318	4148	A	\$ 1000	Death	Apoplexy
5555	C. E. Rea	381	6761	C	3000	Death	Malignant Tumor
5556	G. W. P. Bonter	119	4946	B	2000	Death	Apoplexy
5557	Thos. H. Dodd	40	4957	B	2000	Death	Infantile Paralysis
5558	J. C. Bridges	208	8434	B	2000	Death	R. R. Accident
5559	Wm. T. Wells	196	12349	A	1000	Death	Consumption
5560	B. S. Marshall	530	12278	B	2000	Death	Acute Intestinal Indigestion
5561	E. S. Heffernan	7	1658	C	3000	Death	Heart Disease
5562	R. E. Scanlon	256	8538	B	2000	Death	Apoplexy
5563	Edward Boyd	124	1895	C	3000	Dis.	Loss of hand
5564	Dan Nunemaker	278	7987	A	1000	Death	Pulmonary Tuberculosis
5565	E. H. Davis	69	6016	A	1000	Dis.	Loss of Arm
5566	Geo. H. Van Gilder	76	3617	C	3000	Death	Accidental poisoning
5567	E. S. Geary	251	7842	C	3000	Death	R. R. Accident
5568	J. J. Kelly	26	1158	C	3000	Death	Gun shot wound
5569	J. E. Hurley	208	3407	A	1000	Death	Acute pneumonia
5570	Geo. D. Martin	—	3044	C	3000	Death	Diffuse Nephritis
5571	C. H. Spann	398	6164	A	1000	Death	Stomach trouble
5572	F. J. Gehman	356	2975	C	3000	Death	R. R. Accident
5573	G. C. Boyle	2	2433	C	3000	Dis.	Loss of Leg
5574	T. B. Seale	196	3563	A	1000	Death	Tuberculosis
5575	J. W. Wilt	181	7340	A	1000	Death	Typhoid Fever
5576	G. C. McCoy	342	6976	C	3000	Death	R. R. Accident
5577	R. A. Rowdebach	204	7569	A	1000	Death	R. R. Accident
5578	F. G. Faulkner	450	4358	B	2000	Death	Bright's Disease
5579	W. A. Mathins	396	7048	C	3000	Dis.	Loss of Legs
5580	J. A. Marion	159	153	C	3000	Dis.	Loss of Foot
5581	J. B. Kesner	418	624	C	3000	Death	Accident
5582	W. A. Jefferson	204	6499	A	1000	Death	Irritant poison
5583	J. P. Seprer	144	2882	C	3000	Death	Paralysis
5584	F. W. Berry	5	14800	B	2000	Death	R. R. Accident
5585	J. F. McCool	56	513	A	1000	Death	Meningitis
5586	M. S. Bradford	286	5169	B	2000	Death	Typhoid Fever
5587	J. T. Robinson	92	4977	A	1000	Death	Meningitis
5588	Frank Roat	181	2823	B	2000	Death	Dilatation of heart
5589	W. F. Charles	187	4637	C	1000	Death	Locomotor Ataxia
5590	F. D. Cady	6	1656	A	3000	Death	R. R. Accident
5591	C. H. Scott	29	840	B	2000	Death	Tuberculosis
5592	J. H. Warfield	224	237	A	1000	Death	Pneumonia
5593	E. A. Swallow	44	2554	C	3000	Death	Gun shot wound
5594	Geo. R. Jones	302	6792	A	1000	Death	Mania
5595	Edward Skelly	114	744	A	1000	Death	Pneumonia
5596	A. D. Randolph	74	5912	B	2000	Death	Nephritis

## NUMBER OF MEMBERS ASSESSED

Series A, 13,570; Series B, 17,313; Series C, 8,283; Series D, 374; Series E, 53. Amount of Assessment Nos. 509 and 510, \$149,612.

## FINANCIAL STATEMENT

Received on Mortuary Assessment to October 31, 1909	\$12,005,433.15
Received on Reserve Fund Assessment to October 31, 1909	683,976.64
Received on Expense Assessment to October 31, 1909	123,155.80
Received on Applications, etc., to October 31, 1909	190,532.14
	\$13,003,097.73
Total Amount of Benefits paid to October 31, 1909	\$11,385,567.80
Total Amount of Expenses paid to October 31, 1909	306,467.12
To the Credit of Mortuary Fund, October 31, 1909	619,866.15
To the Credit of Reserve Fund, October 31, 1909	683,976.64
To the Credit of Expense Fund, October 31, 1909	7,220.82
	\$13,003,097.73

## EXPENSES PAID DURING OCTOBER

Sundry Expense, \$8.25; Postage, \$1,200.00; Stationery and Printing, \$93.10; Salary, \$866.50; Fees returned, \$30.00; Legal, \$75.00; Medical Director, \$125.00.

W. J. MAXWELL, Secy

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**A** LL oak cabinet, finish golden oak flat, height 73 in., depth of top 12 in., base 26x48 in., lignum vitae casters, brass hardware; height of base 30 inches, top of base poplar  $\frac{3}{4}$  inch thick, top contains the following, 1 removable tilting sifter flour bin holding 50 lbs., 1 cupboard with 2 shelves each 11x29 inches, 2 drawers each  $3\frac{1}{2}$ x8x10 inches, 1 tilting sugar bin  $7\frac{1}{2}$ x10x11 inches, base contains the following, 1 sliding bread and cake drawer with metal lid, 1 removable tilting meal bin holding 15 lbs., 2 drawers each  $4\frac{1}{2}$ x15x18 inches, 1 drawer  $4\frac{1}{2}$ x8x18 inches, bread board  $17\frac{1}{2}$ x21 inches, 1 cupboard 15x24x24 inches with sliding shelf, can and lid racks with 5 one-half pound spice cans.

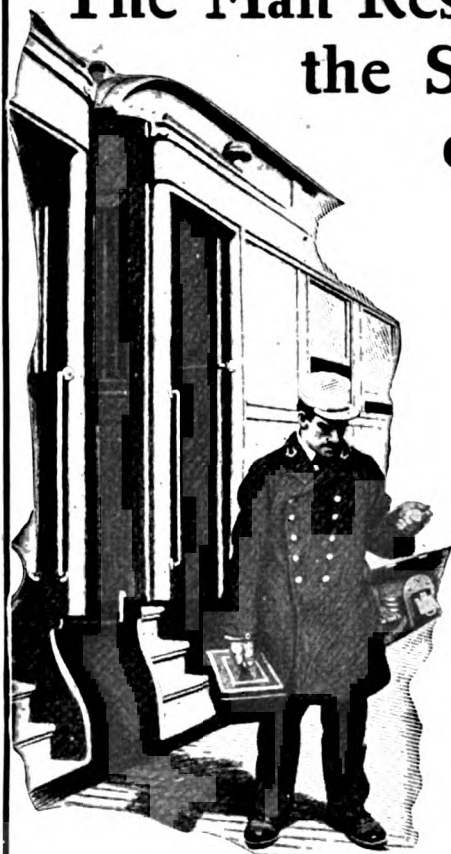
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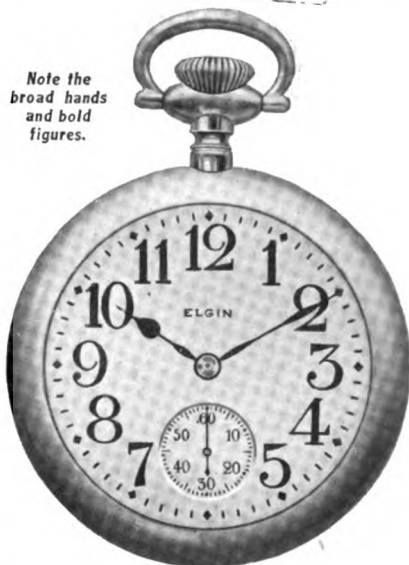
is recognized by the watch inspectors' service of the principal railroad systems as a standard time keeper. The newest Elgin for railroad men is the Elgin with the No. 49 Dial—big, bold figures of inlaid enamel—broad hands.

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GRADE		20 Year Gold Filled Case	25 Year Gold Filled Case
VERITAS	23 JEWELS	\$50.00	\$52.00
VERITAS	21 JEWELS	\$46.00	\$48.00
FATHER TIME (Veritas Model)	21 JEWELS	\$41.00	\$43.00
B. W. RAYMOND (Veritas Model)	19 JEWELS	\$37.00	\$39.00

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